CYCLE NEWS

WESTERN EDITION

January 13, 1970 VOLUME VI NUMBER 50

25c

GIANT 1970 ISSUE

"FIRST TURN," is the title of this oil painting by artist Carl Bartlett of Signal Hill, California. Only a portion of the original is reproduced here. The artist painted it from memory of his Expert racing days in Illinois. It is a view no camera could capture nor film enhance with nostalgia as Bartlett's brushes have so perfectly done.

Black Racers Interview . . . Page 4
Honda Four Chopper . . . . . Page 6
Complete Weekend Race
Coverage Starts on . . . . . Page 20
CYCLE NEWS NORTH . . . Page 22

NEWSPAPER

CALENDAR

Regularly Scheduled Events

ATTENTION PROMOTERS:
For Listing in this column call or write:
Paul Cosner, c/o Cycle News
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY FRIDAY NIGHT

NIGHT MOTOCROSS at Altamont Speedway, Livermore, Cal. Pits open 6 p.m. – First race 7:30 p.m. Jr. & Sr. Classes, Cash & Trophies. For info. call (415) 278-3154 or 447-7727.

EVERY SATURDAY NIGHT

TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

AMA CLASS C INDOOR SHORT TRACK (Dec. 13, 20, 26, Jan. 1, 23) Cow Palace San Francisco. Warm ups 6:30 p.m. Races 8:15 p.m.

1st & 3rd SUN. OF EVERY MO.

Deadmans Point, Apple Valley, Cal. – 1st Sun. European Scr., 3 classes, 1 hr. each – 8 a.m. prac. – 10 a.m. start. – 3rd Sun., Motocross – all classes, 8 a.m. prac. – 10 a.m. start. Info: (714) 247-7473 (eves.).

TUESDAY, DECEMBER 23rd

VACATION by the Cycle News staff. The offices of Cycle News will be closed for two weeks during the holiday period.

SATURDAY, DECEMBER 27th

INDOOR SHORT TRACK at the Cow Palace, San Francisco, Cal. AMA Professionals. Races at 8:15 p.m. Adults $2.75, kids 75¢.

MOTOCROSS Gary Bailey motocross school in the morning and 125 and 250 Jr. races in the p.m. at Ascot Park, Gardena, Cal.

SUNDAY, DECEMBER 28th

TT SCRAMBLES by Lightweights M.C. at Adelanto, Cal. Race Track. Special Mini Bike race. 0-200cc 7 a.m. sign-up, 8 a.m. practice. 250cc 10 a.m. sign-up. Big bores 12 p.m. sign-up, 1 p.m. pract.

MOTOCROSS at Ascot Park, Gardena, Cal. All classes, prize money for Seniors. Pract. at 9 a.m. first race at 10:30 a.m. $12 mail entry only to: 17124 S. Western Ave. #6, Gardena, Cal. 90247.

TRIALS by the Blue Barons M.C. at Olympia, Wash. AMA Sanct. Info: 474-1591.

MOTOCROSS by the CMC at Fontana, Cal. Raceway. First day race of winter season. Pract. at 8 a.m., sign-up closes at 9:15, first race at 10 a.m. $5 mail entry to: CMC, P.O. Box 1402, Costa Mesa, Cal. 92626. Prize money to 250 and 500 Experts, trophies to others. $10 post entry. Info: (714) 646-3143.

HARE AND HOUND by the El Cajon M.C. AMA Dist. 38 sanct. 10th annual Coyote Chase. Info: (714) 444-7829.

MOTOCROSS by the Lompoc Slo-Pokes M.C. at Santa Maria Speedway, Cal. AMA DIST. 35 Sanct. Info: 734-4716.

ENDURO Goose Chase Enduro by Explorer Post 305 of Oakhurst, Cal. AMA Sanct.

TT SCRAMBLES at Woodland, Wash. AMA Sanct. Sign-ups at 8 a.m.

HARE SCRAMBLES by the Master Links M.C. Last Chance for AMA Dist. 37 points. Limed from Adelanto, Cal. Info: (714) 892-3709 or 897-0250.

MOTOCROSS by the Scramblers M.C. at Bay Mare, Cal. AMA Dist. 37 points. Post entry $5, $3.50 mail entry to: 7439 Baird St., Reseda, Cal. 91335. Info: (213) 342-4231.

THURSDAY, JANUARY 1st

OPEN PRACTICE for Motocross only at Huntington Beach Cycle Park, Cal. 1/2 mile west of Beach Blvd. on Talbert Ave. 10 a.m. to 4 p.m. $1.50 per rider. Spectators 50¢. Info: (714) 897-4458.

INDOOR SHORT TRACK at the Cow Palace, San Francisco, Cal. AMA Professionals. Races at 8:15 p.m. Adults $2.75, kids 75¢.

FRIDAY, JANUARY 2nd

FLAT TRACK AND TT SCRAMBLES at Trojan Speedway, South Gate, Cal. Gates open 6 p.m. and close at 7:15 p.m. First race 7:30 p.m. Info: (213) 923-7115.

SAT. AND SUN. JAN. 3rd and 4th

OPEN PRACTICE and Sport riding at Huntington Beach Cycle Park. 1/2 mi. W. of Beach Blvd. on Talbert. $1.50 per rider, spectators 50¢. Hours 10 a.m. to 4 p.m. Info: (714) 897-4458.

HARE SCRAMBLES by the Greyhounds M.C. at the Ponderosa, Cal. 15 Mi. E. of Lancaster on Ave. J 3 nine mile loops, all classes both days, trophies to 50%. Contingency awards from McHal and Bardahl, camping. Info: (213) 367-2907.

SUNDAY, JANUARY 4th

MOTOCROSS by the Feather River M.C. Road limed from Marysville, Cal. AMA Sanct. All classes and side hacks. Sign-up at 9 a.m. First race at Noon.

TT SCRAMBLES by Eastside Cycle Inc. of Tucson, Ariz. on graded and oiled 3/8 mi. track with three jumps. Info: 327-6902.

TRIALS by Pacific International Trials Society at Cycle Hills near Uvas Dam, Morgan Hill, Cal. Advance entry to: Mr. Vic Victorine, PITS Registrar, P.O. Box 2272, Menlo Park, Cal. 94025.

MOTOCROSS by River Ridge Associates Zillah, Wash. 2 miles east of Zillah on Hwy 12 to Teapot Service Station. Sign-up at 9 a.m. race at Noon. $3 entry.

100 MILE ENDURO by C.E.R.A. (Calif. Enduro Riders Assn.) Limed 15 mi. So. of Barstow on Hwy 15 & 66. Entries close Dec. 20. $6 mail entry. $7 post. Team entry $1 per rider extra. Mail entries to: C.E.R.A., Box 2102, Cypress, Cal. 90630.

MOTOCROSS by the Bushmasters M.C. at Canyon Crest, Riverside, Cal. Proceeds to Dave McCord family. Limed west of Riverside Fwy. on Central Ave. $2.50 entry, first race 9:30 a.m. Info: (714) 877-0101.

FRIDAY, JANUARY 9th

FLAT TRACK AND TT SCRAMBLES at Trojan Speedway, South Gate, Cal. Gates open 6 p.m. and close at 7:15 p.m. First race 7:30 p.m. Info: (213) 923-7115.

SATURDAY, JANUARY 10th

MOTOCROSS. Sponsored by the City of Concord, Cal. at Baldwin Park on Parkside Dr. Practice at 1 p.m., heats at 2 p.m. Admission $1.50. Entry by personal invitation only.

SUNDAY, JANUARY 11th

SNOW RUN from Pacific Coast Honda, 2073 Pacific Coast Hwy., Lomita, Cal. Gorman to Ojai and back to L.A. For masochists, sadists and hardy riders.

Continued on Page 27

the ACTION'S at
SADDLEBACK
orange COUNTY'S MOTOR PLAYGROUND

DECEMBER 21
National Mini-Bike Championships
SCTA Riding School

DECEMBER 28
ACA Motocross Finale

JANUARY 1
Happy New Year!

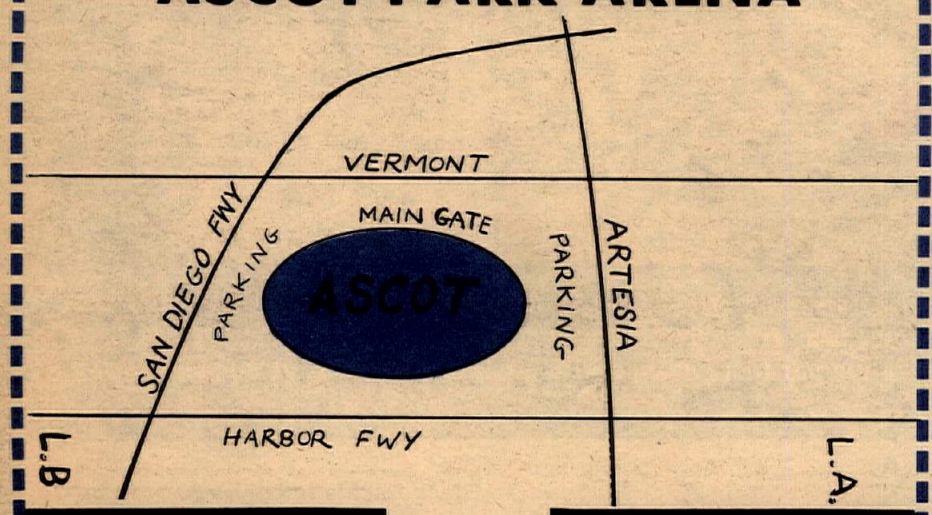
Open Weekends, 8 a.m.–5 p.m.
Closed Weekdays
Admission $2.50; Juniors & Minis $1.50

SADDLEBACK PARK
BOX 2455, ORANGE, CALIFORNIA 92667
Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.

BAILEY BROS. SAY
Merry Christmas

THIS AD GOOD FOR $1.00 OFF PRICE OF GEN. ADMISSION TO

L.A. INTERNATIONAL MOTO-X
DEC. 27 & 28
ASCOT PARK ARENA



RAIN OR SHINE
DEC. 28th
SUN. SCHEDULE
7:00 Pits Open
10:00 Junior Program (125, 250, 500cc & 125 Sr.)
12:30 International Program (250 & 500cc)
GEN. ADM. – $4.50

RAIN OR SHINE
DEC. 27th
SAT. SCHEDULE
7:30–Moto-Cross School
1:00–Junior Moto-Cross Racing (FULL SHOW: 3 Motos each of 125 & 250 only. Top 15 riders will return Sunday.)
GEN. ADM. – $2.50

International Racing Enterprises Presents...
"Happy New Year's"
MOTOCROSS
at
BAYMARE
-JAN. 4th-

Cole Bros. Maico has formally challenged R-D. What about your team?

$315 TO SENIORS 50% TROPHIES TO JUNIORS

Purse Payoff– 125 Class: $25-10-10-5; 250 Class: $50-25-10-10-5; 500 Class: $75-50-25-10-5.

Trophies & Prize Money can be picked up at 15032 Ventura Blvd., Sherman Oaks, Calif.

Free Booze & Party Hats!

ENTRY FEE: $5.00
ALL COMP. CARDS ACCEPTED
INFO: (213) 986-5251
Sign up: 7–9 a.m.; Practice: 9–9:30; Race Begins: 9:30

SPECIAL EVENT– R & D Racing Team is looking for a challenge from any other team (4 riders).

"America's Weekly Motorcycle Newspaper"

CYCLE NEWS

"America's #1 weekly motorcycle newspaper. You'll Always see it FIRST in Cycle News!"

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Guest Editorial

By Digger Helm
(Former National #57)

The Name Of The Game Is Life

Since I retired from racing I have been to several races where riders were hurt, and sometimes killed. Each time the sounds around me were the same.....friends of a rider, or the wife of a rider bitching about the "safety" of the track, and blaming the promoter. No one forced the guy to race, but it was not his fault he was out there at the time of the accident. Having lost several close pals on the road tracks, I wrote a "guest editorial" right after I quit racing. I read it at a scrambles at Sprockets Park in Bakersfield, then I put it in my desk and forgot about it. The other day I ran across it, and thought I would share it with you and your readers. Times have changed, but riders still get hurt, and the same type of people still bitch. So, for what it's worth, here is...

THE NAME OF THE GAME

Once upon a time men went racing wearing cloth helmets. There were no leathers or gloves. A skid shoe was something that you might ski with. There were crashes. Sometimes the riders were killed, and sometimes they walked away unhurt. Now we have approved helmets, leathers, gloves, boots, goggles, and face shields. Track surfaces, if not always like glass, are certainly much better than they were years ago. However, there are still accidents...and still, some riders get killed, while others walk away. That's THE NAME OF THE GAME.

You simply can't legislate safety. One retired racer, a man who has been around bikes for over 25 years, commented that, "Once a rider loses his bike, all the rest is just dumb luck." Safety equipment may give him the edge in some types of crashes, but nothing will make him invulnerable.

The same is true of race tracks. A few years back, a well known and likeable amateur was killed at the 1/2 mile track at the Fair Grounds in Tulare, California. A cry went up from many, "The track was too dangerous." The same cry has been heard many times at Ascot Park in Gardena. You're damned right! They are dangerous tracks...but, that's no secret. Other races have been held there, and other riders have been killed, or severely injured. NO track is dangerous if you go slow. By the same token, NO track is safe if you go fast.

The world is full of tracks as smooth as a bowling alley where several riders have died. If you try to legislate for only safe tracks, you will soon have no tracks at all. Former National Number 32, and two time National T.T. Champion, Sid Payne, told me a long time ago, "You just have to ride the track according to how it is!" The thing that sets motorcycle racing apart from stick and ball games is that it's a sport for adults, not a game for children. If you must call racing a game, then THE NAME OF THE GAME is...DANGER. Were it not for the danger, we could all go as fast as Mert, Gary, or Bart, and it wouldn't mean a thing.

Much of the cry comes from people outside of racing, and doesn't count as informed criticism. But, if you are in racing, and can't accept the facts...race tracks, racing bikes, and riding in a race are dangerous...then you should quit racing, and take up chess. If you can't afford to see an expensive bike destroyed, you can't afford to race.

Few people can really afford to race. However, we go on anyway, despite the knowledge that the economic consequences of a bad crash, or broken bones could keep us out of racing for years. If we waited until we could afford to race, we wouldn't race at all. The total loss of an expensive bike, and serious injuries is one of the chances we take. That too, is THE NAME OF THE GAME.

A few years ago at the 150 mile National Road Race in Watkins Glen, N.Y., a rider went to the referee and complained that when he ran off the track at a distant point, and bent his bike up too badly to ride it back to the pits, the announcer didn't say anything about it, or announce over the PA system that he was OK. The rider's wife became very upset when he didn't come around, and she didn't know who to ask to find out if he was OK. Things like that are very unfortunate, but that, too, is part of the sport. If you race, your wife will have to accept the idea of what may happen, and either learn to control her nerves, learn to live with her nervousness, stay home, or get a divorce and marry someone who builds ships in bottles. OR, you will have to quit racing, and that is...

...THE NAME OF THE GAME!

Adios, 1969... Howdy, 1970

We at Cycle News believe in starting and ending each year with a siesta, so, for the next two weeks we are going on vacation. There won't be any newspaper published until January 13th, 1970.

This issue of Cycle News that you are now reading, is also being read by 46,999 of your fellow motorcycle enthusiasts, for we are distributing 47,000 copies of this special Holiday Issue – 45,000 through our usual channels and the remainder passed out free to the first 2,000 visitors to the Chicago Motorcycle Show on New Year's Day.

Winding up the 'Sixties, it was a good decade for the motorcycle movement. We've seen considerable improvement in the image of motorcycle riders, thanks to Bronson, Doc Welby, Evel Knievel and about four million others. We've witnessed the rise of the off-road rider and the absolute disappearance of the scooter. Motorcycle racing got into the international big-time here in the U.S. with the import-export of motocross and road racers and the "boom" in motorcycle use that everybody predicted was always about to bust is still continuing.

Honda 4 "M/C Of Year", Lawwill "Man Of Year"

1969 was the crucial year, in many ways a sharp turning point into the new decade. The American Motorcycle Association and the Federation Internationale De Motocyclistes got together this year. Several significant legislative battles were won in California and Illinois in 1969. The Honda 4 was introduced and is without doubt the "Motorcycle of the Year" in anybody's contest.

1969 also saw Mert Lawwill winning his way to Number One American professional racer and thereby earning the title "Man of the Year."

There were other "Men of the Year" in their respective areas of motorcycling. Ivan Wagar is the "Diplomat of the Year" for merging the Motorcycle, Scooter & Allied Trades Association into the Motorcycle Safety Council, thereby creating one effective Trade Council representing 99% of the industry.

Edison Dye has to be "Promoter of the Year" by virtue of his recent successful Inter-Am Motocross Series. His Westlake G.P., which drew 22,000 in one day was also voted "Dustbowl of the Year" by Cycle News readers.

1970 will bring a host of new challenges and blessings. Here are a few of the things to watch out for in the coming decade.

DEIFICATION OF MOTORCYCLE RACERS will come about as a result of Cigarette manufacturers, prohibited by law from spending $240 million on TV commercials, deciding to sponsor sporting events as they have to do in England. Look for the Pall Mall 200 (formerly Daytona) and the Salem (formerly Baja) 1000.

DIXIE CYCLE NEWS & LATIN AMERICAN CYCLE NEWS will be two new editions begun by your friendly local newspaper company (the latter in Spanish). Actually, the Dixie Edition, serving the southwestern United States, will begin next month, publishing fortnightly out of Atlanta, Georgia.

FOUR-STROKES WILL MAKE A COMEBACK IN MOTOCROSS thanks to some new designs that are even now undergoing testing. They will shake off their former dependence on road-model engines and match the 2-strokes pound for horsepower. And we'll all throw away our earplugs gratefully.

MOTORCYCLE ENTHUSIASTS WILL BECOME A FORCE IN POLITICS thanks to new and renewed threats to our pursuit of happiness on two wheels. We are being forced to work together to protect our rights and new leaderless associations will arise to unite us.

RESTRUCTURING OF THE MOTORCYCLE INDUSTRY will occur with increasing speed over the next ten years as more m/c businesses merge with conglomerates. A trend is already well begun in 1969 with Harley-Davidson, Steens, American Eagle, Yankee, Norton, Gilera, Cycle and Cycle World coming under the conglomerate wing. Companies that re-invest in motorcycling through advertising, sales and research will survive the 'Seventies in great shape, while those merchants who "take their money out of the game" or spend unwisely will be victims of their own bad judgment.

Enough prophesying. This is the time of year for forgiving others and making new pledges to ourselves. So I hereby wipe my pages clean of all disaffection and also humbly ask forgiveness of anyone I may have trespassed against. Stay with us through the 'Seventies, friends. We promise you a heck of a thrilling ride!

Chuck Clayton

Free Calendar Listing Coupon

MAIL TO:
CYCLE NEWS CALENDAR EDITOR, BOX 498, LONG BEACH, CA. 90801

It won't take care of itself. Get the word out. Let riders all over the Western states know about your coming events. Send in a free announcement to be published in the CYCLE NEWS Calendar. Use this form to insure completeness and accuracy.

Date Of Event _____ Type of Event (TT, Motocross, Road Run, Etc.) _____ Sponsoring Club Or Promoter _____

Place (Location and State) _____ How To Get There (Hwy. numbers, Lime markings, Turn offs, Etc.) _____

Sanction _____ Entry Fee and Mailing Address (With ZIP Code) _____

Additional Information (Sign-up times, classes, facilities, Etc.) _____

Your Name _____ Phone Number To Call For Info: (And don't forget your Area Code) _____

INTERVIEW WITH ABRAM DRAIN AND BEN HUNTER

PROLOGUE

When I accepted the assignment to interview the only two black professional racers in the business, I accepted with many reservations. I have spent all my life in a white world and except for some small business contacts and the normal exposure through radio, TV, etc. I had no idea what the problems and heartaches were when you are such a minority. Whether or not an interview like this belongs in a motorcycle publication may be a subject for some debate. It is my feeling that the fans have more feeling and understanding than many writers have given them credit for. I would appreciate any reader comments either pro or con regarding this interview.

Ben and Abe are as different as black and white (no pun intended). Ben is serious, articulate and expressive. During our conversations he remarked it would have been impossible for him to have been interviewed three years ago. He reasoned that he would have objected to being called black then, for three years ago the black man felt little pride in being black. There may even be some real good in the black militant movement because it allowed the Negro a pride and identity and let him feel that black is beautiful.

Abe is quiet, perhaps even shy. He seems to have reasoned things through and is confident and sure of himself.

Copyright 1969 By JOHN WYCKOFF

OCT. 11, 1969 – We are interviewing Bennie Hunter, Amateur 82H, and Abram Drain, Expert 52H. The only unique thing about this interview is that these men are, to the best of my knowledge, the only two black racers in the motorcycle profession. We are going to find out what it is like for them to be on the circuit. They are just two riders. Their views are their own. They will be subjective. Let's see what makes them tick.

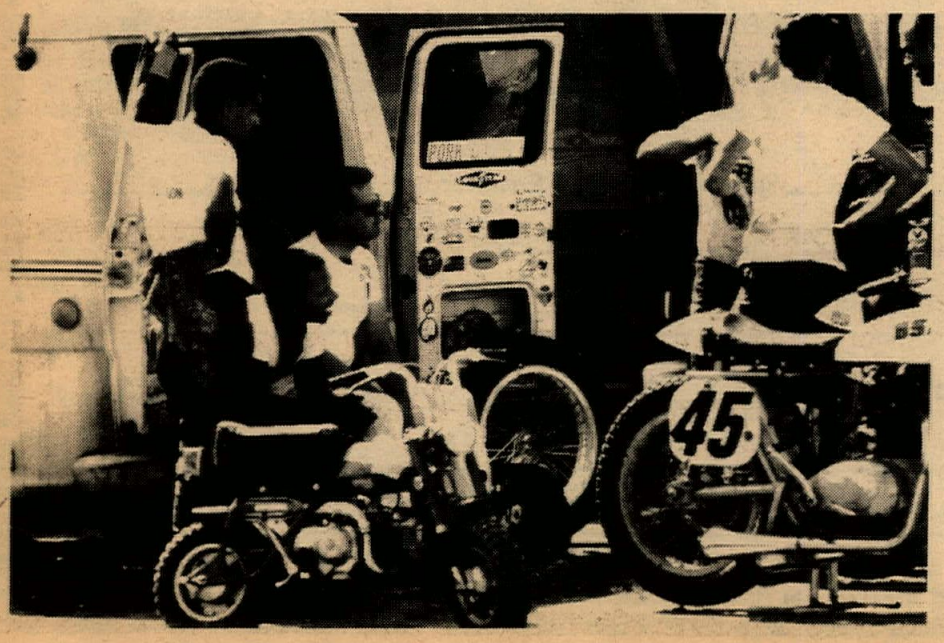
Wyckoff: Bennie since you are the amateur, who incidentally will be an expert next year, we will let you speak first. When did you start racing?
Hunter: I think I started sportsman in 1964.
Wyckoff: What was your first ride?
Hunter: A Bultaco at Ballardsville, Kentucky.
Wyckoff: How old are you now, Bennie?
Hunter: Thirty.
Wyckoff: What is your regular occupation?
Hunter: I am an overhead crane signalman.
Wyckoff: Now we have Abram, who is an expert. Abram, when did you start your career in motorcycle racing?
Drain: In 1963 on a BSA.
Wyckoff: Were you riding for yourself or for someone else?
Drain: I rode for myself.
Wyckoff: What do you do for a living?
Drain: Right now I am a motorcycle mechanic at Dryer Cycle Shop in Indianapolis.
Wyckoff: Abram, you are now racing a BSA. How has it been working out? What is the condition of your equipment?
Drain: My equipment isn't first class like I would like it to be. It is more or less a stock Hornet that I've done a little work on to convert it into a racer.
Wyckoff: What machine are you riding now, Ben?
Hunter: I'm riding a Harley-Davidson.
Wyckoff: I noticed when you drove up you have three motorcycles. It looks like an antique Triumph, a Harley and the BSA. You are riding a KR. How old a machine it it?
Hunter: A '56 but it has a couple of new cams in it. I think the E cams came out about '59.
Wyckoff: Do you figure you can be competitive with this machine?
Hunter: Well, you just have to try to ride it a little harder, gear it a little higher and try to compensate for the engine.
Wyckoff: About how many states have you traveled in?
Hunter: We've been down to Daytona, Atlanta, Elkhorn and Beaver Dam, Wisconsin, Oklahoma City and Reading. I guess about 10 or 12 states.
Wyckoff: Do you notice any differences in the tracks in the south-east and the mid-west?
Drain: Yes, I find some differences in the tracks. The majority of the tracks we ride on are in the mid-west, Indiana, Illinois and Ohio. The finer tracks are in Ohio because they are cushioned. I like a cushioned track. The tracks in the south are either slick or full of holes.

Hunter: "When the race is over I go back to being a black man."

Wyckoff: I understand that in the mid-west there is an outfit that prepares tracks. Ben, could you fill me in on this?
Hunter: In Ohio there is Bud's Race Track Service. He prepares the track by the use of water and calcium. In the morning, just about day-break, he waters the track real good. He soaks it, almost makes it muddy. Then around 10 o'clock he comes back to the track and puts calcium on it. The calcium will bring the water to the surface. This keeps down dust and gives you a better cushion to ride on. It gives you a good surface.
Wyckoff: Do you feel you can go faster on a track prepared in this way?
Hunter: Yes, definitely, because the water gives the dirt a body. It makes the texture heavier and any time the texture is heavier you can get a better grip, consequently you can go faster.
Wyckoff: Abram, do you consider yourself a scientific rider or a seat of the pants rider? Just how do you program yourself for a race?
Drain: Usually I look a track over. I look it over when I get there or later in practice I either ride it high or low while I let the rest of the pack go ahead. Then after I decide where I want to ride it I have to check my gearing and see what kind of tires I have on. Sometimes it is necessary to make changes for different types of dirt.
Wyckoff: How many different tires do you normally use?
Drain: Normally you use two different sets of tires, Pirellis and K70s. Pirellis are used the majority of the time and K70s on the more grooved race tracks. When it is wet or quite tacky a K70 works pretty good. At least for me it does. What some other racer might use I wouldn't know.
Wyckoff: Ben, I saw you have an accident at Gadsen, Alabama where you flew through the air with anything but the greatest of ease when a fallen rider stepped in your path. Were you hurt?
Hunter: I was bruised on my hip and had a bump on my head. It kind of makes you corner shy. When you get on the track again you try to peek into the corner to see if there is anybody down. It makes you aware of what can happen.
Wyckoff: Have either of you spent any time in the hospital as a result of serious mishaps on the track?
Drain: I haven't spent any time in the hospital but I had a fracture of my right leg when I was riding in '64. I didn't even know it was broken at first. I had fallen in a corner and picked up my bike and proceeded to finish practice. Later on it started swelling so I had it x-rayed. I had to wear a cast about six weeks.
Wyckoff: What about you, Bennie?
Hunter: Yes, I had a broken leg. We were running a sportsman race down at St. Louis. They had about 22 bikes in one heat. I started on the third row right behind Abram. My strategy was to follow him through the pack. Then once he got the lead I would try to take it away from him. Then I went into the corner and I fell off. Of all the people to run over me, it was Abram and he broke my leg.
Wyckoff: It's amazing you are still friends. Abram, why do you race motorcycles?
Drain: I race motorcycles because I like it. Otherwise I wouldn't be doing it. Not that I can do everything I like to do but I have found it is one of the things I can do.

Abram Drain, right, relaxes between races with Neil Keen.

Wyckoff: Do you make any money racing?
Drain: No, I don't make any money racing.
Wyckoff: Ben, why do you race?
Hunter: I race because I like it. It kind of gets a hold on you.
Wyckoff: Have you made any money racing?
Hunter: I haven't made any money either. I have made a little but it is not a money-making proposition to me.
Wyckoff: I understand you have a wife and three children. What does your wife feel about racing?
Hunter: She is like the general public. She likes a winner. She takes it a little better than most people but she still talks to me.



Wyckoff: Abram, I understand you are no longer married. Is that right?
Drain: No, I tried the marriage bit but it didn't work out.
Wyckoff: Were you married while you were racing?
Drain: Yes, I raced while I was married but she couldn't see putting money in racing equipment.
Wyckoff: We are recording this interview in the heart of the south, Atlanta, Georgia. Both Abram and Bennie will be riding October 12 at Holiday Downs at a 5-star half mile. It may take an unusual amount of courage, in the eyes of some people, to ride down here. Let's see what they think about it. Abram, how have you been treated generally in the south?
Drain: Generally, I would say I had been treated fair.
Wyckoff: What about you, Ben?
Hunter: Well, the riders treat you nice. They all accept you as being another competitor. I think some of the people down here wonder about us. They don't know what to think. Generally most people down here just come to see what you are going to do on the track. If you are good or you're not.
Wyckoff: When you came south a few weeks ago there was a comment made by a spectator in Lawrenceburg, Tennessee. Please tell us what the comment was and what your reaction was.
Hunter: I was still in the pits and they were having a rider's meeting. Abram went up to the meeting to find out how many riders were there, the qualifications and how they were going to run the program. One of the spectators said, "Look there's a nigger." When he told me about it, we didn't know whether we should stay or whether we should leave.
Wyckoff: Were you offended by it? Did it surprise you or were you afraid there was some difficulty coming up?
Hunter: It didn't offend me because I'd been called that before. I was just afraid of what they might do. There were just two of us and a crowd of spectators. You don't know how many people are out there who don't like you.
Wyckoff: How did you feel about it, Abram? What was you first reaction?
Drain: I kind of pretended I didn't hear it at first. About that time Charles Southgate walked up and grabbed me by the bandana I wear around my neck to keep dust out of my face. He told Jack Warren, jokingly, "Do you think I ought to string him up?" Jack said, "No, he has enough trouble of his own right now." Southgate asked, "What do you mean?" Warren said, "Oh, there's a couple of dummy yokels over in the stands."
Wyckoff: It is unfortunate that some people have to be dummy yokels. I guess, even in America, we have to make room for the bad side of our society. You have traveled in the north and the south. I am sure there are conditions that I am not aware of what you have to face. You have to stay at motels, you have to eat at restaurants, you have to associate with other riders and most of the world you are in is white. I would like both of you to tell me some of the incidents that have happened that are a little hard to talk about or a little funny to talk about. First of all what about your motel accommodations?
Drain: We haven't had any difficulty as yet. We usually go to motels or stay with people who are nice enough to put us up.
Wyckoff: Have you had any trouble with motels, Bennie?
Hunter: I think I feel about the same way Abe does. You look for a national motel, a chain like Best Western, Best Eastern, or a Holiday Inn. We have never had any trouble about getting a room. But once you get the room what do you do? We may have a little conversation between the two of us but there's no one else to talk to. We don't ask for the location of the black community because they might be suspicious that we are there to cause trouble. As long as we are at the race track, we have the riders to talk to but it seems like when the race is over I go back to being a black man and the other riders go back to being white men. As long as we are there we are just competitors. We are both out there to win. After the race is over he seems to go his way and I go mine.
Wyckoff: Abram, have you had any difficulty in restaurants?
Drain: No not really. Except for one instance when we were returning from Daytona in 1966. We stopped somewhere in this state around Valdosta I believe. We were getting some carryouts and I believe Ben went in to order. He was told he would have to go around in back to pick up the sandwiches otherwise he couldn't get any. As Ben was saying, there's a problem when you leave the race track. A few local guys will be friendly and you can go out for a few beers. Some nationally known riders would help you regardless of who you are.
Wyckoff: You are both fairly new to the professional field, when you need help or advice who do you go to get it?
Hunter: It depends on the kind of advice you need and where you are. Darrel Dovel has always been a person that treated us pretty fairly if we needed anything. Neil Keen is that way too, anything he's got you can get. The hangup of most of the riders is that they are friendly and will help us out with a gear or something when we are in the pits. But when we leave the track there are only a few of them who feel they can associate with us.
Wyckoff: Is it your feeling that they would like to associate with you except for this social barrier? Do you think they are afraid their friends would object?
Hunter: I think most of them don't associate with us after the races because they don't know what their friends are going to say. Let's face it, we are in the south and a lot of them live in the south. I guess they might feel they might get the name tag of a "nigger lover." Maybe they are afraid of what someone would say in their neighborhood or what the people they are riding for might say.
Wyckoff: I am sure this would be a thing that I would find very difficult to live with. Abram, do you feel any bitterness about it?
Drain: No, I don't feel any bitterness about it. I would just like it to be on an equal basis, like we are in the pits, all the time.
Wyckoff: How about you, Ben, do you feel bitter over this or just wish it could be changed?
Hunter: You don't feel bitter about it after you have lived with it so many years, as I have done. I was born black and always will be black and have just learned to accept it. Everybody would like equal opportunity and equal rights but then you also like to reserve the right to decide who you talk to and who you don't talk to. I would like to associate with a man for just being a man, not because he is white or because he is black but because we have something in common. I like to talk to people to find out how they feel about different things. This is what I feel is kind of lacking down here. I don't know if they are just scared to approach me or what. This is just one of the big hangups you know. You just don't know how to approach a person, how they are going to take it, if you are going to say the wrong thing, if they are going to be offended.
Wyckoff: You are the only two black riders that I know of in the motorcycling profession. Why are there not more black riders?
Hunter: I think that a lot of black riders who ride the street are really capable of riding the track. I think they are just hesitant because they don't know how the white racing public will accept them. I can recall one incident when Abram won an Illinois-Indiana State TT title. The whole time he was leading the race the people seemed to be spellbound. It seemed they wanted him to do good but not to win. It's important what the white public thinks, because there aren't enough black people going to races to really support a race. They are not racing minded. I know of a few guys who could probably beat Abe and me on the track right now.
Wyckoff: Abe, what is your big aim in racing?
Drain: To be a national champion. I'm not shooting for a Number One plate because that takes a lot of hard work. If I were a few years younger I might make that my goal. But right now I am going to shoot for a national championship.
Wyckoff: Do you think you can do it with the equipment you have now?
Drain: With the equipment I have now it is virtually out of the question.
Wyckoff: Ben, what are you goals in racing?
Hunter: I have the same goals that all racers have. Everybody wants to be a winner. I would like to win a national. Everyone dreams of being Number One. If he doesn't want to be Number One, if he doesn't want to win, he doesn't want to race.
Wyckoff: Except for the top 99 racers, everyone else has a letter after their number. Most of these would like to get some support from the factory, from a distributor, from a dealer, from some outside source. Do you have any hope of improving your equipment or ideas of how to do it?
Hunter: Yes, I have some hopes and I have a few ideas on how to improve my equipment. I think if I had better equipment I could make better showings and possibly win some races. Any help from a dealer or the factory would improve our equipment because it is just outdated.
Wyckoff: Abe, do you think the riders are getting enough prize money or equipment from their wins to help?
Drain: Everybody likes more money when they win. That could possibly help. The whole issue, the way I look at it is, the way the factories support some and give no help to the rest and some riders have help from good shops. There are some things that the general public just can't go in and buy for their race jobs that these guys have.
Wyckoff: So this turns out to be a situation of unfair advantage where the pets can get specialized equipment that will be superior. Guys like yourselves have to do as best they can. Do you think it would be a good idea then to set up a separate classification for those who get factory help and let them race separately?
Hunter: Yes, I think they should set up a program where Triumph could compete against BSA and Harley and other makers. Then the regular Joe Blow like myself who supports his own racing would have a chance to compete against others who support their own racing. When the factory gives help to some and not others it is unfair because when your equipment is better you are bound to do better. I don't care how good you ride, when your equipment isn't up to par you are just beating a dead horse.
Wyckoff: As final comment, what do you think the future holds for the black rider in motorcycling?
Hunter: I can't say what the future holds. But I would like to see more of us out there trying. I think the opportunity could come for a black grand national champion.

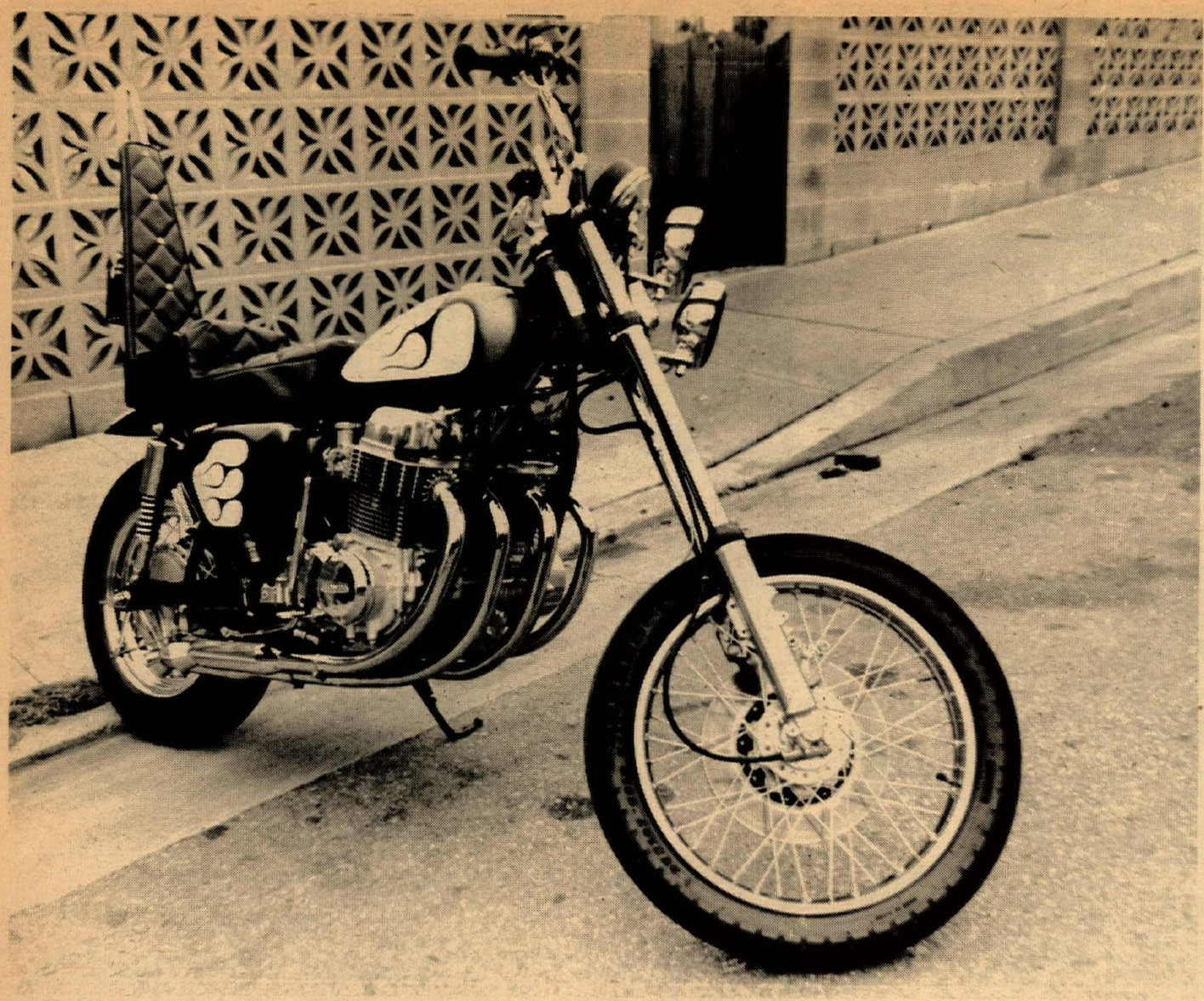
Ben Hunter, left, is the Amateur, Abram Drain the Expert. They are the only two black men in professional motorcycle racing.

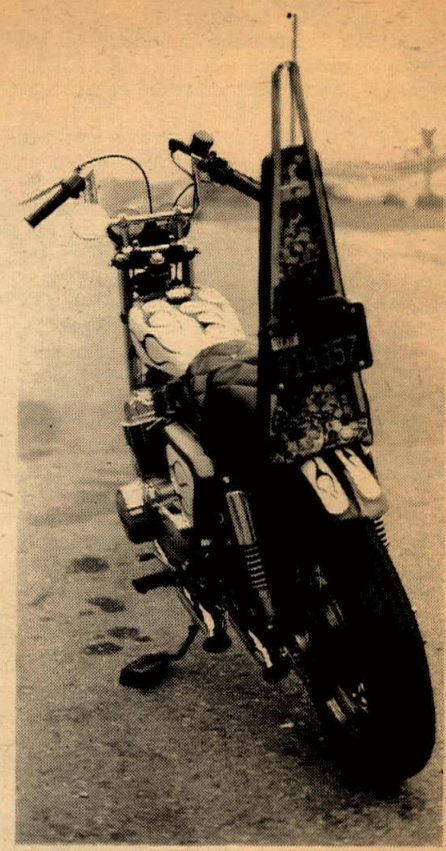
"I have the same goals that all racers have. I would like to win a national."

EPILOGUE

Some of the incidents mentioned in this interview might seem minor. To Abram and Ben they are examples of everyday occurrences that grow to be major, after many years of repetition. Neither man is militant or bitter. They make no demands, only gentlemanly requests for friendship between white and black people in motorcycle racing and everyday living. We hope that because they spoke out, men like them will be encouraged to go into motorcycle racing in greater numbers. We hope, too, that these two racers will be encouraged to continue by the generous reactions of the motorcycle industry. They are good competitive riders and deserve a chance to show their ability on better equipment.

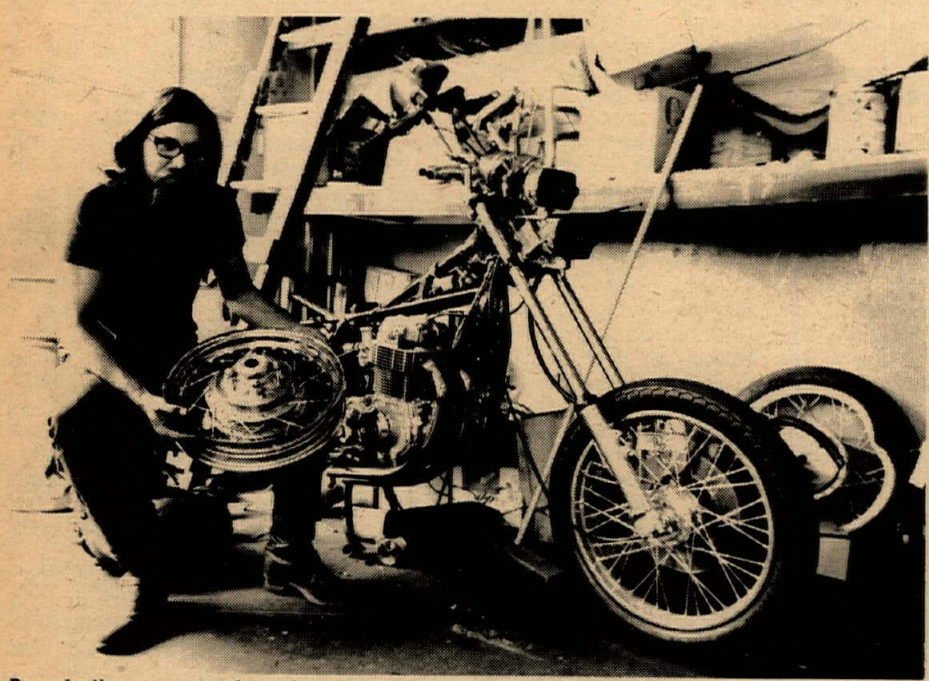
(END)





American Industrial Folk Art, Or Chopper Building Has Come A Long Way From The Rattling, Dripping "Chopped Hog" Period Of Just A Few Years Ago. Here Is A Look At One Of So. Cal's Newest One-Offs: A Tastefully Customized And Carefully Engineered Honda 750 Four Cylinder.

CHOPPER



Deep in the recesses of an obscure bike shop the Honda's components are stripped, replaced or modified. A stock Honda rear hub was laced to a chromed H-D 16 inch wheel. The eight inch extended fork tubes are from Barney's Speed Equipment and the dual head lights are Lucas Quartz Iodide units. To insure the uncluttered appearance all wiring was threaded through the handlebars.

A project like this one draws attention from everyone. As the days pass the Chopper grows and blossoms like a flower reaching maturity.

Al Lamoree holds the framework for the very comfortable seat. Like everything else on this operation, the seat was carefully planned and retains the original swing-away feature for battery access.

Owner Jerry Rogers of San Pedro, Cal. conceived the idea of a Honda Four Chopper and executed much of the detail work himself. The tank and side panels bear the artistry of Glenn Stark of Long Beach. Jerry has ridden his one-of-a-kind cycle on lengthy road trips and uses it for daily transport. All the major mechanical components have been left stock.

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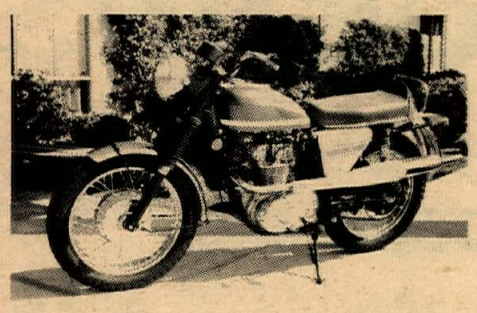

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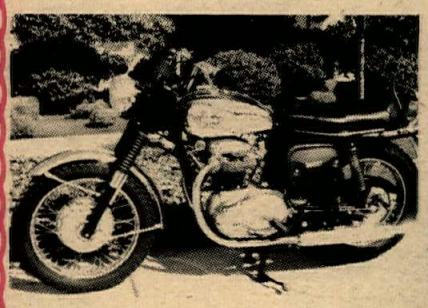

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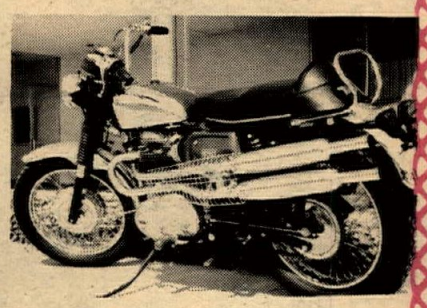

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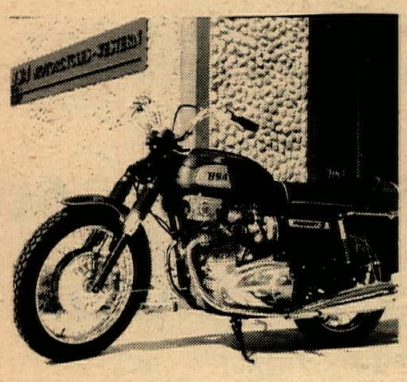

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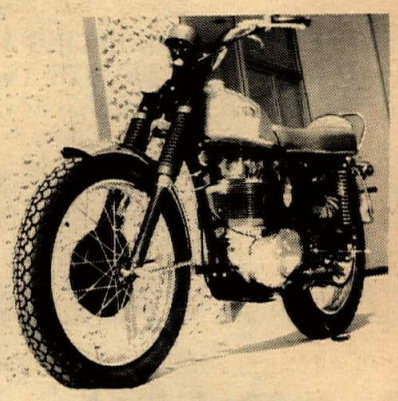

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Australian Speedway Test Series Stands Level

By Peter White

ADELAIDE, AUSTRALIA, Dec. 6, 1969– The test series between England and Australia is now level at one match apiece following the Second Test at Rowley Park speedway, Adelaide.

England won by 63 points to 45, avenging their defeat at the hands of the Aussies in the First Test held in Perth a fortnight earlier.

Series consists of five Tests. The Third is to be held at the Sydney Showground. The scene then shifts north to Queensland where the Fourth Test will be held on Boxing night. Finally it is back to Sydney for the Fifth and final Test and the Australian Championship in early January.

Riders contesting these meetings are the top Kangaroo dirt track aces and the British touring party of Ken McKinley (West Ham) manager, Eric Boocock (Halifax) captain, Arnold Haley (Sheffield), Ray Wilson (Leicester), Martin Ashby (Exeter), Tony Clarke (West Ham) and Jimmy McMillan (Glasgow).

Backbone of the Australian team is captain Jim Airey, the Sheffield star who hails from Wentworthville, near Sydney. The side varies slightly from state to state with several local home track riders being called to duty for each of the Tests. However others who should see out the full five matches are South Aussie hotshots John Boulger (Leicester) and Charlie Monk (Glasgow).

And if Yankee fans are wondering where that word Leicester has been heard before, it is the team DeWayne Keeter was attached to in England this season just gone.

The England team gave a brilliant display to win the Second Test in Adelaide.

Australia, following hot on the heels of their runaway victory in the Perth match, were generally favored to win. But they reckoned without the daring team riding tactics of the Poms.

The British boys provided the crowd with top class racing to lead through most of the eighteen heats.

National Champion Jim Airey was the top scorer for the Kangaroos, recording four wins from six races. He was followed by South Aussie titleholder John Boulger. Boulger had won the local championship a week earlier from a class field which included all the British riders.

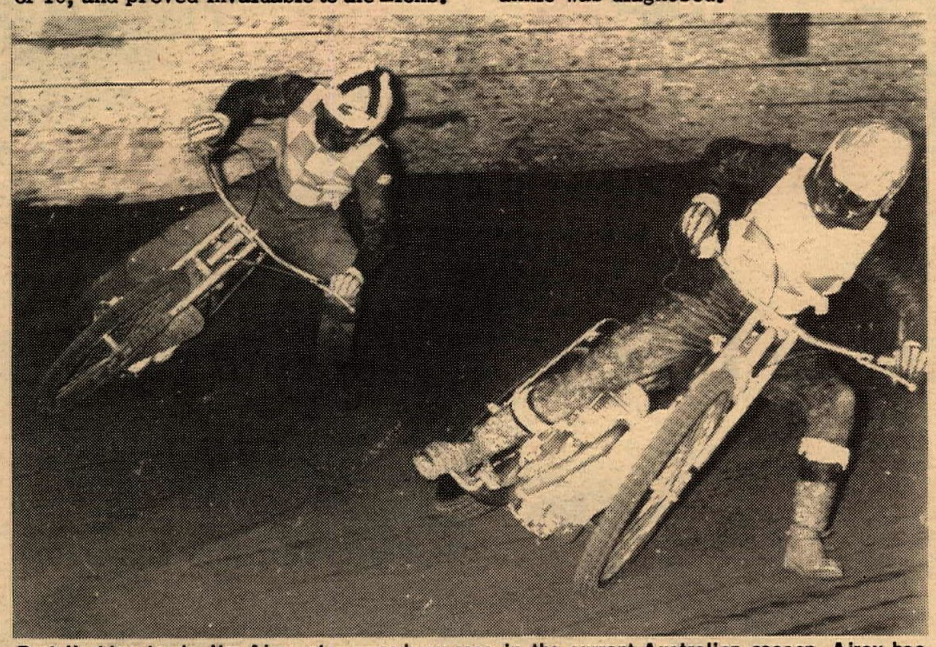
Englishman Ray Wilson clinched top honors for the night with a point score of 16, and proved invaluable to the Lions.

Riders thrilled the crowd by coming out of the gate on their back wheels but this proved to be a crucial loss in time and cost Australia valuable points.

John Boulger, in the second heat, began brilliantly to win from English captain Eric Boocock. However his bike seized in the fifth heat and he had only one other win for the night.

A highlight was when Martin Ashby (England) and Charlie Monk (Australia) collided and crashed heavily in the 16th heat. The race was stopped and Monk was excluded from the re-run. He protested violently and the spectators demonstrated noisily, but to no avail.

Ashby injured his left foot in the spill and that evening in hospital a fractured ankle was diagnosed.



Bert Harkins leads Jim Airey at a speedway race in the current Australian season. Airey has retained his Down Under championship and is now racing for the Kangaroos against the British riders in a test series. Both Jim and Bert were well received when they raced at Costa Mesa, Cal. at the end of the American season.

Jim Airey Retains Championship

By Peter White

SYDNEY, AUSTRALIA Nov. 29, 1969 – Australia's leading solo rider, Jim Airey, annexed the New South Wales Speedway Championship for the second year running at the Liverpool Raceway near Sydney last night.

Second in the title tilt was Scottish star Bert Harkins and third placegetter was bearded Englishman Howard Cole.

Sixteen of the world's top dirt track exponents contested the event and provided champagne racing over twenty heats. Other international competitors included Bill Landels (Scotland), Roy Trigg (England), Helmut Schippl (Austria) and Ted Lindskog (Sweden). Also in the line up were several ace Aussies who had just returned from a six month stint in England, namely John Langfield, Greg Kentwell and Garry Middleton.

Each rider competed five times making it possible to score a maximum of fifteen points. This is the formula used for the World Championship Final and all other major meetings for individual titles in both Europe and Australia.

In the final points tally Airey had notched 14 points, as had Harkins. The local hero dropped his only point to "Haggis" in the fourteenth heat and it seemed certain then that Bert would go on and take the championship.

But, in heat 19, Harkins went down narrowly to Garry Middleton. The race was a cracker. The pair fought shoulder to shoulder for the lead, hardly letting sunlight between them. The crowd went wild when Middleton won as it meant a run off between Airey and Harkins for the trophy.

Airey gated best in the run off and led Harkins through the first turn after Bert had given his bike too much throttle at the tapes. This caused his front wheel to lift high in the air, and by the time he had righted his machine, Airey had gained that vital advantage. Bert took up the challenge and pressed Jim all the way, but Airey was not to be denied and went on to win by a mere bike length.

Third overall with 12 points was Howard Cole, a World Championship finalist this year. Cole, along with Kentwell and Trigg, was riding borrowed equipment for the meeting. Their normal machines were still on the high seas between England and Australia.

Ironically, the top two placegetters in the title are now well known to American fans. It is only a matter of weeks since Harkins and Airey rode at the Orange County track, Costa Mesa, Calif. while en route from Britain to Kangaroo Land.

Both have been contracted to ride in Sydney this summer season, Airey for the Sydney Showground and Harkins for the Frank Oliveri organization at Liverpool.

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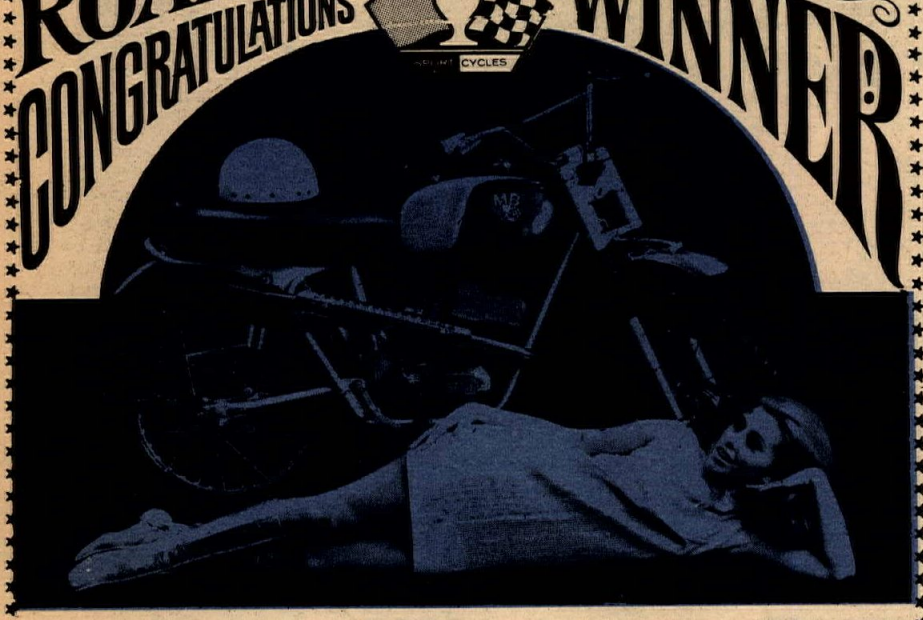

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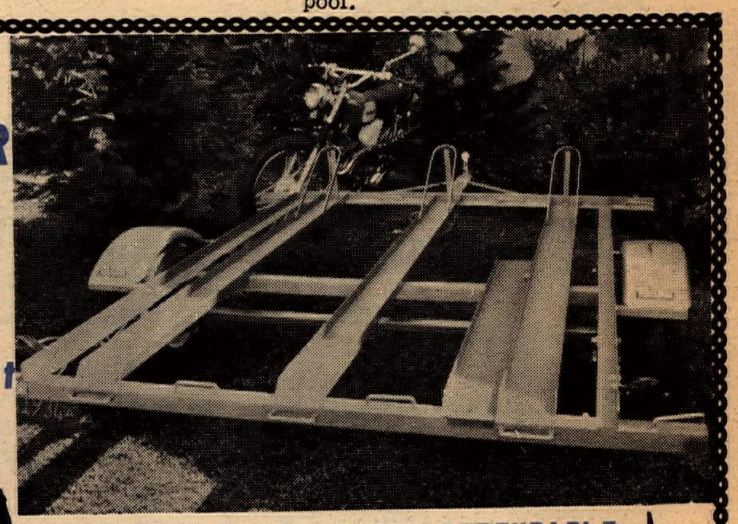

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Teaching The Stars To Ride

****

HOLLYWOOD, CALIF. – Roxy D. Rockwood, Yamaha's ambassador of goodwill, has a foolproof method of teaching people to ride motorcycles that makes him much in demand among Hollywood's sporty set. On the occasion pictured here, video stars Barbara Eden and Michael Ansara (she's Mrs. Ansara) invited Roxy out to Columbia Ranch, where many tv shows are filmed, to show them how to make the 2-wheel scene.

The Rockwood Method takes only a minute from "Oh, I couldn't possibly drive one of those things!" to "Hey, I'm riding!"

First Barbara Eden learned to ride her Yamaha 100cc Trail with electric starter. She had wanted a 250cc DT-1, but Roxy talked her into starting with the more ladylike machine. It was raining slightly during the lesson, and Barbara did spill once ("The first student I've ever had get off," Roxy winced), but her dancer's training came through and she stepped off unharmed.

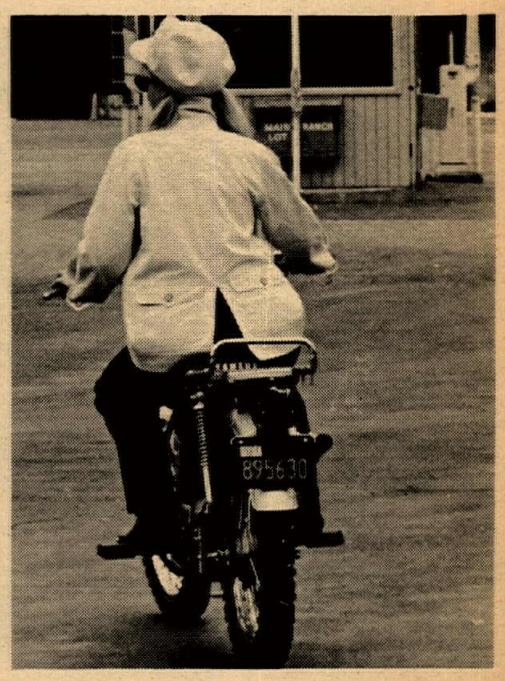
Then Michael Ansara learned to ride his DT-1. In no time they were purring around the movie lot together. Michael wanted to ride his new Yamaha home, but Roxy persuaded him to practice some more before mixing it up in traffic.

Barbara is the star of TV's "I Dream Of Jeannie" series and is branching out into singing and dancing as a guest star on specials. Michael is probably best known for his TV portrayal of Cochise, but he is also a regular on "The Survivors" series and a very fine actor.

Roxy Rockwood explains the Yamaha's controls to Barbara Eden, TV's "Jeannie."

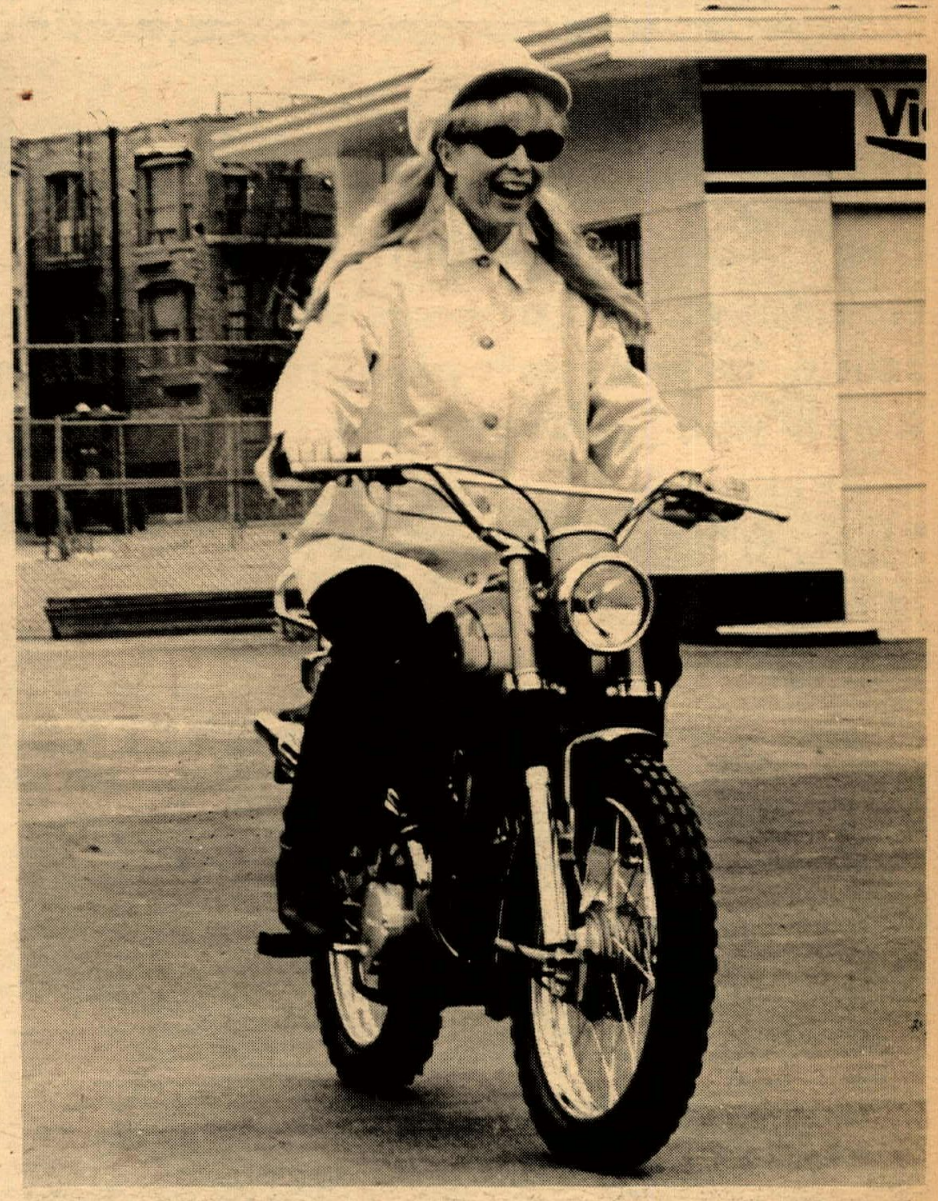
Once she's learned how to start it and find neutral, he instructs her to put it in first gear, holding the clutch in, and walk toward him.

When she's walking at approximately 2 mph Roxy tells her to let the clutch out and place her feet on the pegs. "You're riding," he tells her.



All that remains is to practice riding very slowly in first gear, and then practice shifting.

Barbara and husband Michael Ansara have just learned how to ride their respective mounts. Both showed a good natural ability to handle their motorcycles...see you on the trails.



"Hey, this is fun!" exclaims Barbara. Roxy cautions new riders to keep right wrist bend down to avoid grabbing big handfuls of throttle.

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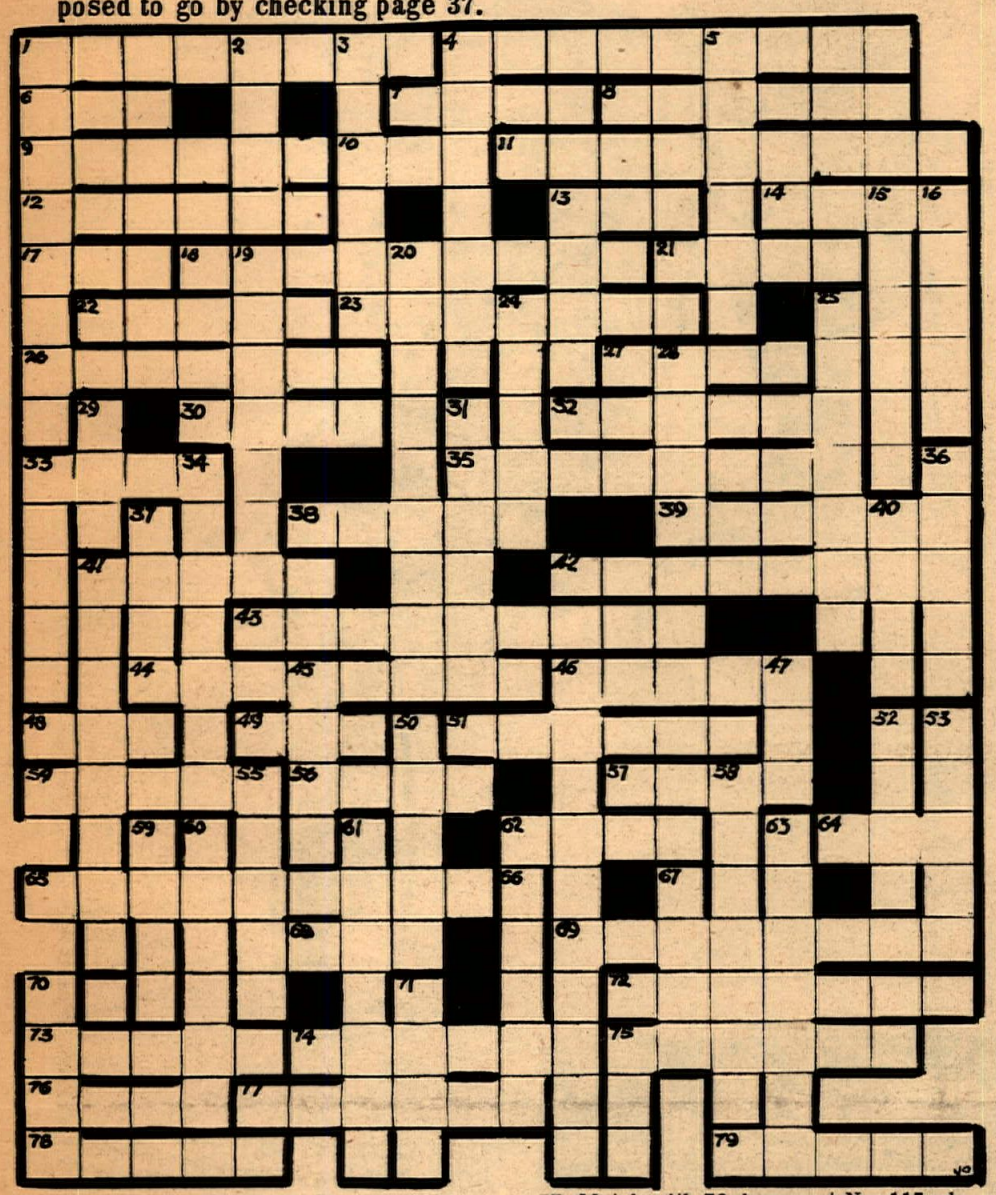
CYCLEPUZZLE

By Frank Van Oosbree

This puzzle is based on the December 15th issue of CYCLE NEWS. Words are formed only where there are no heavy lines intervening. When you've finished or if you get stuck you can see how it is supposed to go by checking page 37.



ACROSS

1. Featured on the cover
4. Pictures show "_____in the Pits"
6. Jonsson's first name (500 Intl.)
7. Irwin's last name (250cc at Trojan Speedway)
8. Bob's last name (100cc at Trojan Speedway)
9. Name of machine on the cover
10. Few machines will run with_____
11. He rode Taco #37 at Huntington Beach Cycle Park.
12. Dave's last name (250 Jr. Div. 1 & 500 Jr. at Salinas)
13. Brown's first name (14 & under at Sate Championships TT)
14. POWER_____category at above
17. Bowers and Grossi are both named....
18. He rode a Yamaha in the 125 Junior Class at Carlsbad.
21. Match this with 14 down and you have the name of the winner of five minibike races at Saddleback.
22. MINIBIKES AND THE "_____GENERATION"
23. Term applied to circuits or coils
26. Dan'l MacMurray travelled the_____River Trail.
27. Whit's first name (125cc Nov., TT Scrambles, Perris, Ca.)
30. Ed's last name (100cc at European Scrambles, Apple Valley)
32. Award given in many races
33. Davidson's first name (100 Am./Ex. at La Grange, Ca.)
35. Stan's last name (250 Expert at La Grange, Ca.)
38. _____Rogers Racetrack is at Seattle.
39. Popular make of machine
41. D. Montgomery (250 Novice at La Grange) might be called this.
42. Ervin's last name (C Main at Winter Scrambles, Woodland)
43. Kind of event
44. He rode a Hus. in 500 Jr. at Salinas.
46. Al_____rode his Yamaha to third 125 Novice.
48. Bishop's first name (200cc Class, Crater Run)
49. Byrd's first name (8 lap Novice Final, State Champ. Gardena)
51. "CERA_____TO LURE NEW RIDERS"
54. Match it with 4 down, he rode 125 Sportsman at SD Inter-Am.
56. He beat Gary Bailey for second place at Inter-Am, Carlsbad
57. Match with 70 down, get No. 115 who gave Shoemaker a run at Bay Mare.
6. Beightol's first name (125cc class, Crater Run)
64. Kanemoto's first name (Semi 2, Indoor Short Track, San Jose)
65. Kind of event
68. Match it with 15 down, get rider in Open Class at Crater Run.
69. Winter Scrambles were held at_____, Wash.
72. Mr. J.H.J. Hope is manager of the _____Division of his company.
73. 500cc World Champion Bengt_____
74. "GOLD IN THE COLD AT TROJAN DOUBLE_____"
75. Tod's last name (8 Lap Novice Final, State Champ. TT)
76. Joe_____, shown trying to edge out 60 down and Brelsford
77. "ALDANA AND TEAM RACING LIVEN UP_____"
78. _____Fish rode Yamaha at Inter-Am Motocross.
79. CYCLE NEWS_____is now published at Walnut Creek, Ca.

DOWN

1. He won Amateur high point title over Aldana at State Champ. TT at Ascot.
2. Short for 'motorcycle'
3. "_____ KNEAT FOR KNIEKIEM" (Whatever that means!)
4. Combines with 54 across, remember?
5. Combines with 21 across
13. T._____rode BSA in 350 Novice at Scrambles at Elsinore.
15. Combine with 68 across
16. Bob's last name (Amateur Final in Champ. TT)
19. _____ ___ ___Championship had some upsets.
20. He rode a Greeves at World Championship races at Carlsbad.
24. Combine with 58 down and get name of the girl on the Honda minitrail.
25. Bob_____on a Mai. rode in 251-Open Am./Ex. at Bay Mare.
28. _____Muscatel rode A-E in 125 Jr. at Salinas.
29. _____Roberts rode Suz in 250 Expert at La Grange.
31. Indoor races are now held in the Cow _____
33. _____Myers in 250cc Class at European Scrambles, Apple Valley.
34. Motocross held here on Dec. 28th by CMC.
36. Gary_____was in at least four events in Winter Scrambles at Woodland.
37. Combine with 60 down and get victim skid at San Jose.
40. Dennis_____was in both 250 Sr. and Open Sr. at Gardena.
41. "_____groovey little pitbike"
45. _____Kenyon was in International Class at San Diego.
46. He was led at Ascot by Dusty Coppage and bailed off at 11th lap.
47. _____Reed rode his Suzuki in A Main event at Salinas.
50. John_____rode his Kawasaki in 250 Expert event at La Grange.
52. _____DeCecco rode in at least three events at San Jose.
53. Eddie_____rode in 500 Jr. event at Inter-Am at Salinas.
55. CN photographer, Johnny_____
58. Last name of 24 down
59. _____Bridges rode his Suzuki in 100cc event at Apple Valley.
60. See 37 above
61. "Green_____" by Elaine Jones
63. It was "_____Day" at Seattle on Nov. 30.
66. Bill_____rode his Kawasaki in 200-250 Amateur event at La Grange.
67. 250cc World Champion_____Roberts has had a run of bad luck.
70. See 57 across
71. First name of Davis, Scott, Barton & Bailey
75. _____Peluso rode in 100cc Am./Ex. event at Perris, Ca.

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AT THE END OF THE ROAD

3 Months, And 13,000 Miles On A Honda 350

By Darryl Skrabak

SAN FRANCISCO– Judy, the sprite whose Cherubic image has been decorating Cycle News these many weeks, climbed slowly, almost painfully, off the motorcycle.

I pointed the camera at her. She'd become weary of that to the point of non-cooperation, but this time she responded with the most utterly happy smile I'd seen for weeks.

Click! and the moment was recorded.

The picture that resulted is worth more than any amount of adjectives to express the way she felt as she stood by the motorcycle for the last time.

Judy was home. And after three months and 13,000 miles of motorcycle touring, she knew she wouldn't have to climb back on that damned machine on the morrow.

We've been home a week now, and Judy is still smiling. She hasn't gone near the motorcycle, either.

"It's tired," Judy says. "It needs a rest."

Which statement, although indicative of a certain affection for the machine which served so well, is not entirely accurate.

Better to say that she needs a rest from it.

What the motorcycle needs is a good bath and tune-up.

It is a testimonial to the reliability and quality of the Honda CB 350, that only this minor work will bring it up to satisfactory standard.

Of course, there are some part replacements beyond a tune-up which should be performed – the chain, for instance, although still serviceable, has some very stiff links, and should be retired.

The paper element air filters, once yellow in color, are now a dingy grey. They too must be replaced.

These parts are those which have a relatively limited life expectancy, and for which replacement is normal.

Some problems did show up on the road which must be classified as parts failures. Fortunately, they were minor:

- the headlight low beam burned out.
- three center stand springs fatigued and broke (I now carry a spare.)
- the front fork seals gave up.

Of these failures, the demise of the fork seals is most serious, and will necessitate stripping the forks for replacement.

Despite these deficiencies, I think the record of the Honda is outstanding. A small, sporty machine pressed into a big touring bike's job, it has acquitted itself well.

With a little work, it will be ready to take us out again next summer – if I can ever persuade Judy to get back on it.

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TOP YAMAHA DISTRICT MANAGERS WIN AWARDS AT ANNUAL MEETING

Five of the twenty-three YAMAHA Motorized Product Division District Managers came up as winners of the annual awards given each year for top effort and performance.

DOUG LAWSON received the "District Manager of the Year" award for the Western Region. BOB OBERT received the award for the best "Second Effort" in the Western Region.

Eastern Region honors were taken by, BURNETTE HAMILTON "District Manager of the Year", with ED BURKE receiving the "Second Effort" award. Overall top honors as the "Outstanding District Manager of the Year" for the entire network went to FRANK BIRD who has the New England states as his territory.

WEBCO SPONSORS RADIO BROADCASTS OF DAYTONA RACES

Informative radio broadcasts and special interviews concerning the annual motorcycle speed week at Daytona Beach, Florida, March 9th to March 15th, 1970, will be sponsored again by Webco Inc., the nation's largest motorcycle specialty distributing firm.

Nighty broadcasts from 10:30 p.m. until 11:00 p.m. will originate from Maxim's Restaurant and Lounge in the Riviera Motel in the heart of Daytona Beach's "Gold Coast" and will be hosted by a prominent motorcycling personality. Maxim's Restaurant has seating for over 300 people during the live broadcasts.

This nightly show during the speed week has become a favorite entertainment hour by racing enthusiasts throughout the southeast. Radio station WNDB will carry the nightly broadcast that will include daily reports on racing news at the Daytona International Raceway and a selection of interesting interviews and features.

LEGISLATIVE NOTEBOOK

Off-Road Survey Surprises

U.M.E. REPORT By Barbara Adams Dahms

Our survey questionnaire published last summer, which so many of you answered so well, has been completed and the results tabulated. Five hundred and six survey questionnaires were tallied in this pilot study. These surveys were difficult to tabulate because many of the questions asked each individual to find his own answers rather than giving him a multiple choice or a "yes-no" answer.

For example when we asked "what cc's do you ride? we received 39 different sizes in reply. When we asked for other hobbies we received more than fifty different avocations. The favorite riding areas listed almost every open space in the state of California and many in other states. The fees suggested for riding ranged from not a penny to $25/yr.

Our answers came from all across the United States, Europe and Southeast Asia.

Many of you made specific suggestions or asked questions which we wish to answer as time permits. To all of you we thank you for your time and effort in replying to the questionnaire. There are some impressive figures in the results with which we will work on the Legislature.

All of the people represented ride off-road, although many were also street riding enthusiasts. 100% answered yes to the question "Do you ride or wish to ride off-the road?"

25% ride once a week. Another 20% ride "weekends" which may frequently be the same thing. 4% ride daily, 10% ride twice a week, 12% twice a month, 5% three times a month, 4% once a month and 8% ride as often as possible.

250cc is the most popular size bike, on and off the road. 35% of all off-road bikes and 25% of street bikes in the survey are 250's. 100cc was the next most popular off-road size with 17. 80's, 90's and 125's (10%), 90's and 360's (each 8%) and 80's (4%), 650's (3.5%), 500's (3%), 200's (2%) and 175's (2%). A total of 83% of dirt bikes are 250cc or less.

On the street 500's and 650's are the second choices at 10% each. 100's are next with 8%. 80's and 90's (5% each) and 125's and 350's (4%) followed. 5% of the street bikes are 900cc or larger. Many of the answers indicated that the same bikes are ridden on the street and on the dirt.

There was an average of 1-1/2 dirt bikes per person.

37% have two riders in the family. 28% have one. 15% have 3; 14% four; 7% five; 4% have six riders or more. The largest number that was mentioned was ten riders per family.

51% of those answering include children, although the question was not clear whether children were to be included as riders or just taken along. 41% who indicated that children are not included. Many explained that their children are too young to ride yet but are included in motorcycle outings.

Weekend was, logically, the most favored time for riding. 91% ride on weekends; but 40% go on week days as well.

79% camp when they go riding. 63% specified a desire for campsites while 21% vetoed the idea, explaining in some cases that it is too congested when there are campsites.

Trucks are used by 72% of our riders to haul bikes, but not to the exclusion of trailers which are used by 36% (some use both), car racks and "vans" which accounted for 5% each. 2% ride their motocycles to their off-road areas and one rider uses a hearse for transportation.

Riders will go great distances to ride sometimes but most prefer an area more accessible. One rider offered to go 6,000 miles but 35% would like to go about 100 miles for one day. 17% will go 50 miles and 14% will go 150. 8% will go 200 and another 8% will go only 75 miles.

For more than one day, 15% will go 100 miles, 14% will go 150. 13% will go 300 and 9% place no limit on distance. In all, 85% of all respondents would limit travel for one day's riding to 150 miles or less. 63% would travel 300 miles or less to ride for more than one day.

While distances traveled were a very individual thing, 88% agreed that they would like to have an area in their vicinity. Only 6% said they would not.

Organized riding is popular with 71% of the respondents, but private riding was favored in 72% of the answers, indicating that many people like both. 77% ask for trails, 77% for cross country. 86% want hills, 51% flat, 62% ask for difficult terrain, 74% like "in-between" and only 30% admit to liking "easy" riding areas.

91% like competition events. 68% want to participate and 49% want to watch, which again indicates that many people like to do both.

The choices of competition events were as varied as all the other choices. Motocross was a heavy favorite with 50%. Enduros, desert and scrambles brought 20% each. Hare scrambles, hare and hound, trials, and TT's attract 10% each. Every competition event imaginable drew some votes.

80% of riders are willing to pay to ride, 14% definitely are not, 6% are not sure. Of these that are willing, the fee varies greatly. 30% chose $1 as a reasonable price. 23% more named $2, and 13% took $1.50. All together 70% were for $2 or less. 5% were willing to pay $2.50 and 7%, $3. Many interesting suggestions were included, such as yearly fees as are charged at some lakes. The yearly fees ranged from $2/yr. to $25/year. One fee allowed for bringing a guest. Other practical suggestions were fees per truck or trailer of bikes, lesser fees for children who ride and different fees for large and small bikes.

21% of all riders considered motorcycles to be their total recreation. 14% considered it to be 90%; 12% said 80%. In all, 95% of those answering considered motorcycling to be one half or more of their recreational activity.

68% did all their motorcycling off-road, and 87% considered 3/4 or more of their motorcycle sport as off-road riding.

Nearly all riders (91%) both single and family people, consider motorcycling a family activity. Only 5% specifically stated that they did not want the family along.

74% of those replying said that they would ride more if they had a convenient area which they knew was available. Several who live away from the cities replied that they presently have ample convenient space. A rider from the East wrote wistfully of the Western desert.

Of the chosen riding area, many had been told they could not ride there, many others had not. Some had been told that they could not ride in the same areas where others reported riding regularly without interference. Many riders do not know who owns the land they ride on and many more believe it to be owned by the U.S. Government when in fact the areas they mention are privately owned. This is not surprising as the U.S. Government doesn't even know exactly what land it owns!

The largest single hobby interest after m/cing was hunting and fishing, generally grouped together. Camping was next most popular and water skiing came third. Many listed several hobbies. About 10% said they had no hobby other than motorcycles.

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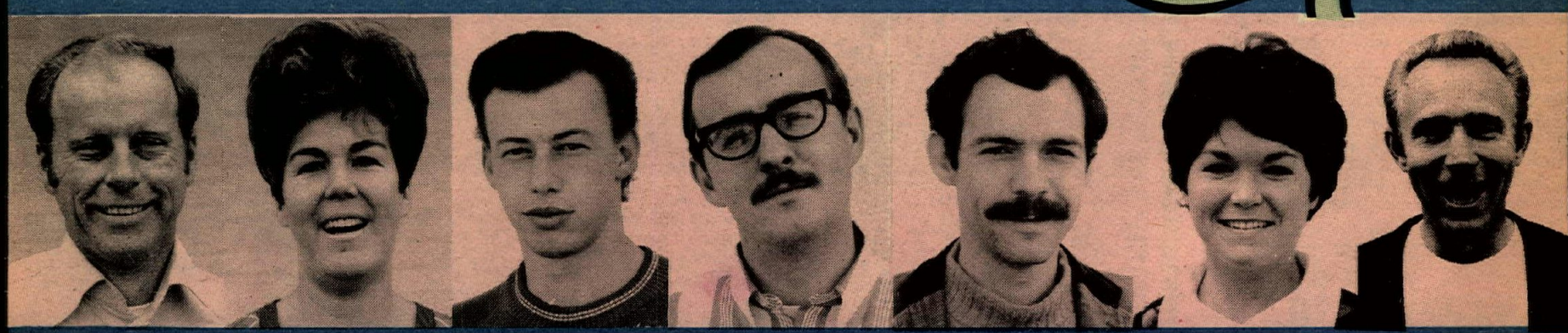
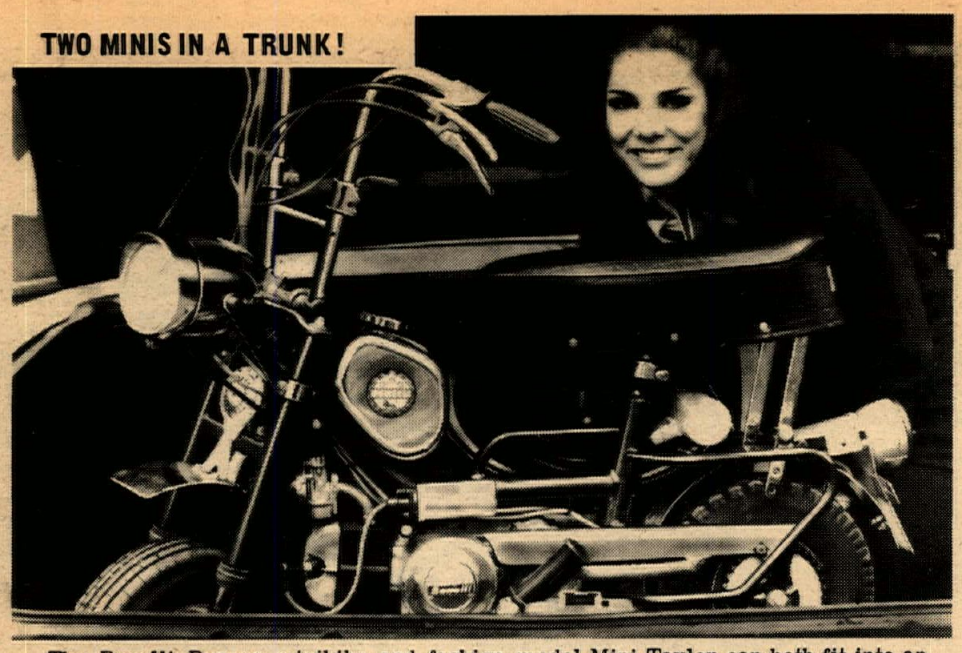
Seasons Greetings
from the staff of
Cycle News



Chuck Clayton | Sharon Clayton | Tom Culp | Paul Cosner | Terry Pratt | Gael Buchanan | Bill Smith

Bruce Easley | Dean Cunningham | Marion Hatashita | Lili Lakich | Susan Whitelaw | Eleanor Duke | Suzalee Evans

TWO MINIS IN A TRUNK!



The Benelli Buzzer minibike and fashion model Mini Taylor can both fit into an auto trunk. The new Buzzer has folding handlebars and footpegs and two actually minis (bikes, that is) can be carried in the average American auto trunk. Mini Taylor can ride up front.

The Buzzer features an automatic transmission and clutch and a full compliment of safety features making it street-legal in most states. For more information contact U.S. Distributors Cosmopolitan Motors.

H-D READIES FOR 1970 SEASON

Determined to give their four sponsored riders a healthy margin of safety as well as the speed to win the race, Harley-Davidson factory personnel is having new fairings wind-tunnel designed for their 1970-formula 750cc overhead valve Sportsters.

Bart Markel, Cal Rayborn, Roger Rieman and Mark Brelsford will pilot the coveted factory Harley-Davidson in the Daytona 200 mile road race classic on the ides of March, 1970.

The 750 OHV's are now being fitted for special non-lift enclosures by Wixom Bros. Fairings in Signal Hill, Calif.

BICKERS TO RIDE ASCOT MX

Britisher Dave Bickers, spark plug of the CZ factory team will be among the Europeans racing at the Bailey Bros. Ascot Motocross Dec. 28.

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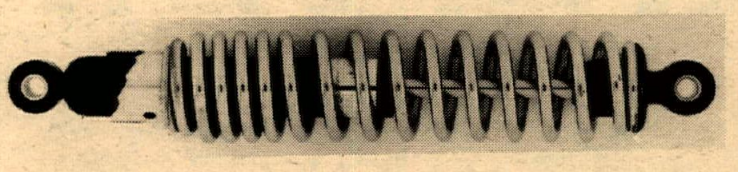

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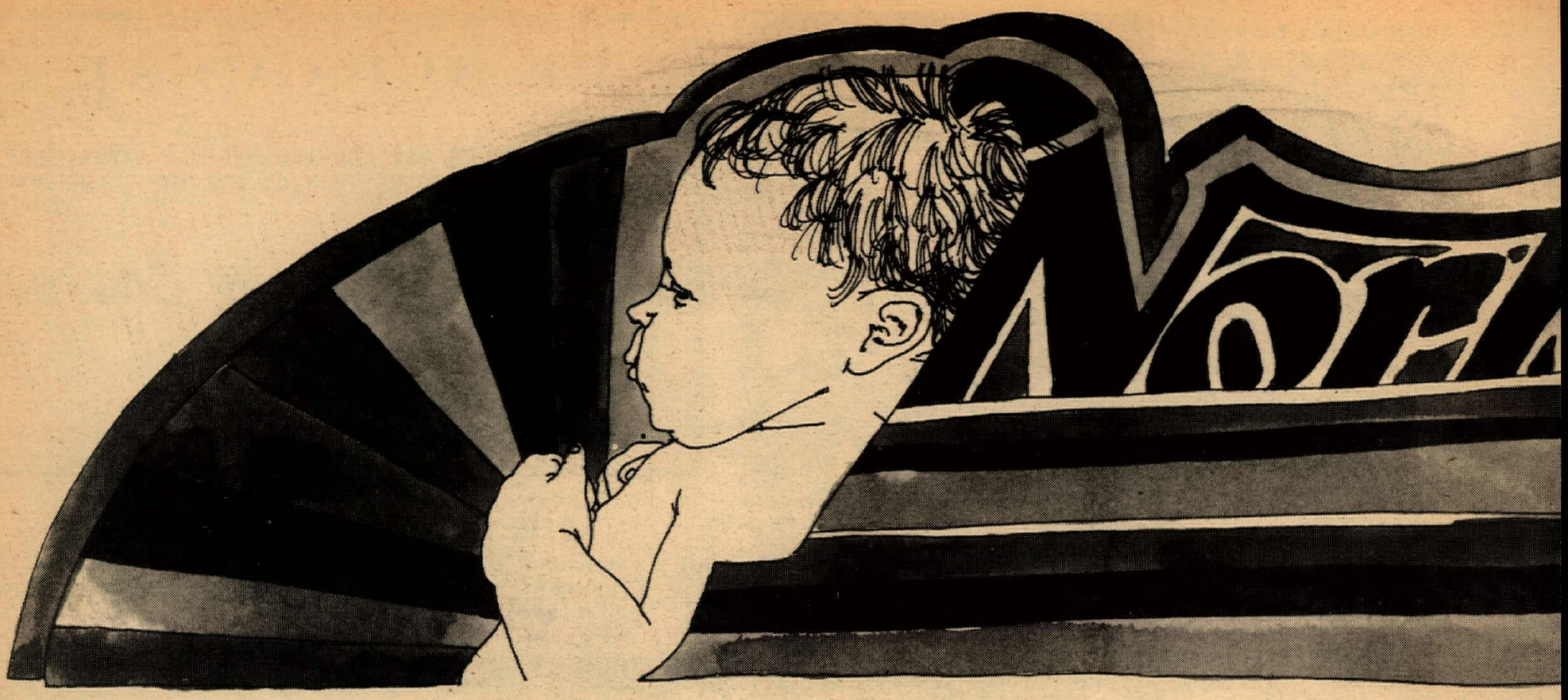
Congratulations to Tim Hart and his sponsors (Competition Service, Inc. in San Pedro) for their outstanding efforts in representing America in the 1969 Inter-Am Motocross Series. Tim rode his 360cc Montesa Cappra to a well-deserved 2nd American Overall.



THE BIRTH OF A NORTON

By Nancy J. Krumm
Illustrator: Jon Dahlstrom

Johnny shoved back the sawed-off kindergarten chair and straightened up, the ceiling light gleamed off the crankcase he had been buffing. He turned around to show it to his wife and frowned. Her eyes were pointed at a science fiction novel she was reading.

"You used to help me with this, Kathy," he said, edging his voice with criticism. Glancing up, perplexed to find herself back in the real world, Kathy struggled to absorb what he was saying.

"Darn it Johnny, you know I can't bend easily anymore. Remember, I'm nine months pregnant!"

He scratched his nose, leaving a black oil streak across the tip. "I keep forgetting." He picked up his scattered tools and carefully inserted them in their correct pockets in his canvas tool pouch, which he then rolled and tied, and placed into a freshly oiled saddle bag hanging over his motorcycle's rear fender.

"Thanks for letting me bring the bike into the house to work on", he offered as a sort of apology. "It really looks great, doesn't it?"

Kathy looked at her husband and smiled. "You should have seen Rita's expression when she saw your bike in the living room." She laughed, recalling their neighbor's reaction upon walking through the front door and smack into the Norton Atlas.

"Yeah, well you're something else, you know."

Kathy was silent with this, knowing it was just more butter to slide the fact she had been pushing Johnny for months to buy a car to drive her to the hospital when the baby was due. Johnny didn't like being nagged but then Kathy didn't feel she really was nagging, only stating an obvious fact. After all, she couldn't ride to the hospital on the motorcycle, despite Johnny's arguments that a cycle could handle anything.

Until a few months ago he had biked her to the doctor for her monthly checkups, picked up the weekly groceries and hauled furnishings to their still half-empty ranch house; and a week ago he actually came tooting down the long dirt driveway with a stack of boxes three feet high crowned with a small Christmas tree and singing "Jingle Bells" loud enough for all the neighboring farm dogs to chorus in. He had proved a bike could do almost anything. But, as Kathy continued to remind him, the trip to town and the hospital might prove to be the exception. The neighbors had recently been volunteering their cars and took turns taking her in for her now weekly checkups. Kathy was becoming embarrassed at her dependence on them, and the same embarrassment was beginning to eat at Johnny, despite his stubborn insistence that a car wasn't needed.

"I was looking at some used cars today", Johnny announced. Kathy tensed, afraid to say anything that might expose her enthusiasm and back him into a corner again. "I have my eyes on one that's selling for $200", he continued. "We'd have to pay only $25 a month."

"Did you try it out?"

"Yeah, the muffler drags a little but the salesman promised he'd have it fixed before we bought it."

Johnny snapped the cycle seat back into place, then Kathy held open the front door as he eased the bike backwards down the long narrow plank placed over the cement stairs and wheeled it towards the garage.

The following day was cold for the valley. Frost coated the leafless grapevines and whitened the brown, sandy soil that surrounded the house. Johnny had left for school already, where he taught a 5th grade class at the local elementary school nearby. Kathy could hear the shouts and laughter of the school's recess playground on a still day.

She liked the emptiness she felt after Johnny left, and would follow the bike's tracks out to the rural mailbox to insert the daily letters to friends and relatives into the dented metal box which still carried the last occupant's faded name. Sucking in the chilly morning air, she smiled as her eyes wandered over the vastness of the country solitude. She listened carefully to detect the crunch in her walk back towards the house. Pressing against her bulging womb as the baby stirred, she pulled upwards. It felt comforting as she walked, relieving the heaviness of the full term load. She walked faster as she came closer to the house, impatient to get on the phone to the neighbors to tell them of Johnny's decision to get the car, and to relieve them of the imposed taxi responsibility.

The following evening Kathy was startled to spot headlights flickering up the night-darkened driveway. Having no T.V. to watch and tired of reading, she had been breathing against the cold windowpane and drawing stick figures in the moist fog, daydreaming of things to come. Forgetting she was so heavy she sprang off the couch, wincing at the sharp pain that resulted, then waddled slowly to the back porch to see the "new" car.

The salesman had volunteered to drive the car home, carefully following the bike lights along the unfamiliar country roads. After a few beers and assurances that it was a good "around-the-town" car, Johnny drove him back to the city.

Kathy had the bed warmed when he returned. Snuggling up to him she murmured her thanks. "We can get rid of it as soon as the baby is big enough to ride the bike with us."

"Sure, Hon," he answered, not too convinced.

Days followed, then weeks. They were both getting nervous and worried. The baby was now two weeks overdue, according to the doctor's rough estimation. She had first come to him already four months pregnant and unsure of when it was actually conceived. Johnny called from school each lunchtime to ask if anything new had happened. then he'd race directly home after school to ask the same question.

But now school was over and Christmas was only two days away. The tree sat resplendent in the corner of the living room, casting out its multi-colored glow from the new lights and plump colored balls scattered throughout the needles branches. Quiet holiday music from their pre-transistor radio filled the house as Kathy and Johnny half-heartily played a game of tiddlywinks on the bulky wooden table which dominated half the living room. The plastic discs clinked as they bounced off the shot glass or occasionally hit their mark and plopped into it.

"You're getting better, Kathy", Johnny smiled. Kathy started to smile back, but suddenly blanched, then walked quickly out of the room. Returning to her chair a few minutes later she nervously remarked, "Johnny, I think my water just broke."

"Any pains?" he asked, missing his tiddlywink target by a foot but still trying to keep cool.

"Yes, but not bad ones."

Kathy aimed carefully, and the tiddlywink rang noisily into the shot glass. "Maybe I'd better call Rita", she suggested.

Telephoning up quickly, she returned whitefaced to Johnny, sure now in the knowledge this was no false alarm. "She said I'd better get the hell to the hospital."

Johnny wasted no time. He grabbed the small suitcase Kathy had prepared and raced out to the car. Kathy quickly changed her clothes and hurried out to join him. She arrange her fresh maternity dress as Johnny fumbled with the keys.

The car made it as far as the end of the driveway, then came to a grinding, crunching halt. Johnny searched carefully about under the hood. "I don't understand, Kathy, we have gas, the spark plugs are okay, but it's dead. I don't know, I just don't know", he sighed, holding her gaze in his dumbfounded despair.

"That's okay, John, Rita will drive us in. Go call her, I'll wait here." Kathy spoke calmly, not wanting to further rattle her husband or herself.

Sitting quietly, Kathy stared into the black night, twitching slightly with each pain and talking softly to the unborn baby. Fifteen minutes passed. She examined her thumb nail, now bitten past the skin, then studiously started in on her index finger.

The headlight blinded her for an instant, and she quinted away the little white bubbles that floated around in her eyes. Johnny pulled his Norton up beside the car and commanded Kathy out. She looked at him like he was mad. "You must be nuts", she shouted. "Where's Rita"?

"Mike took the car to town. I called two other neighbors but go no answer."

Kathy was crying now, but she dragged the suitcase resignedly off the front seat of the car and handed it to Johnny to secure on the luggage rack. He felt bad, he really did. He spoke tenderly to Kathy, asking her if the pains were very bad yet.

"Not bad, John, not too bad", she assured him, grimacing a bit after the last one but trying to convince him with a weak smile. "I'll have to sit side-saddle, Johnny. If I face front it'll hurt too much when I press against you."

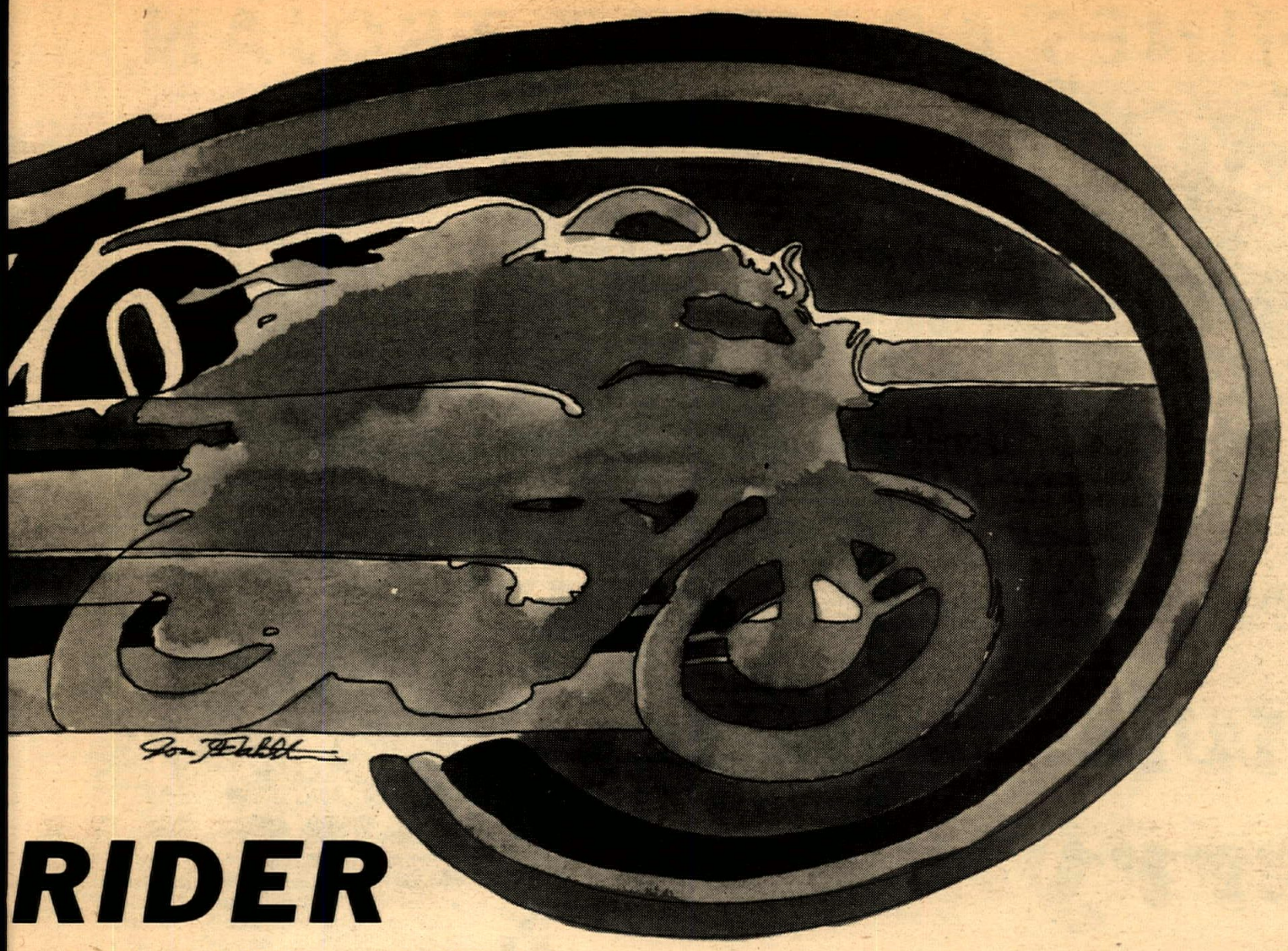
Johnny had thoughtfully brought out a pair of his thermal long-johns and her cycle boots. Pulling the webbed underwear up under her maternity dress and heavy winter coat she started laughing and sobbing at the same time. "Gosh, Johnny, they won't let me into the maternity ward. They'll cart me straight over to psycho."

"Hurry up, Kathy. Just shut up and get on the damn bike." Helmet, wool scarf, leather gloves, boots, and she was ready. She slipped onto the seat, clutching her husband tightly around the waist and begging him to go slow. The big engine missed the first kick, the second caught the spark and the mufflers began their deep, sure rumble.

Cold bit into Kathy's face, taking her mind off the now sharper and more frequent pains. Squeezing her reddened eyes tightly shut, she listened to the soothing roar of the motor and hugged her husband's warmth to her body. "This isn't really happening", she argued with herself. "It isn't, it isn't", synchronizing her isn'ts with the crack-thumps in the road until she was half hypnotized, then jerking her body awake as she felt herself slipping off the seat. "You okay?", Johnny called back. He slowed down momentarily until Kathy strengthened her sitting position. "We're almost there", he encouraged.

The empty countryside gave way to city streets, stop signs, and Christmas shoppers. Bright lights were hanging from street arches and stores were crowded with the frantic last-minute crush. A few shoppers looked up from their tower of bundles to point at the funny fat lady on the motorcycle, nudging their companions to look also. Despite the cold Kathy felt a hot blush creep over her face and she whispered to the wind for Johnny to please hurry.

Pulling off the darkened side street and into the hospital parking lot, Johnny shouted back that they had made it. Kathy slid off the seat, her legs almost buckling under her. Johnny grabbed her under the arms and straightened her up. "Come on. It's just a few more feet." Leaning



RIDER

against him, she hobbled the remaining distance to the receiving entrance.

The busy lobby suddenly quieted as all eyes turned towards Kathy. The nurses were aghast. They rushed a wheel chair up to her and pushed her down the corridor without asking any questions. John sat down wearily and began filling out the long admittance blank.

"The poor girl", the gray-haired admitting nurse remarked, shaking her head and glaring at Johnny as if he were some inhuman monster. He came out of his stupor long enough to glare back at her. "What do you mean?", he snapped. "She's here isn't she?" The nurse turned back to her typewriter, still shaking her head.

Patients could have visitors twice a day, and Johnny came both times. In the evening Mike and Rita were with him and they stopped first at the nursery to make silly faces at John's new son. "Look at those fists, will you Mike? He's got a grip that won't quit." He elbowed Rita's husband. "He'll make one hell of a bike rider."

Then they entered the maternity ward. There were three other new mothers in it with Kathy. Her nearest roommate had new visitors this time and Johnny enjoyed repeating the story of how Kathy came to the hospital. With each retelling the story was improved, excitement and suspense added, and of course, exacting credit was given to the dependability of his motorcycle. Kathy rolled her eyes at her bed neighbor, smirking her amusement at her husband's braggadocio.

Scooting the chairs closer to her bed, Mike and Rita helped themselves to the large box of chocolates on the night stand.

"Well," Rita asked. "What'd you name him?"

"Norton", they answered simultaneously. Choking back the initial giggles they felt erupting from a bottled-up hilarity, they finally let go. It was contagious. The others in the ward joined in, filling the room with their laughter.

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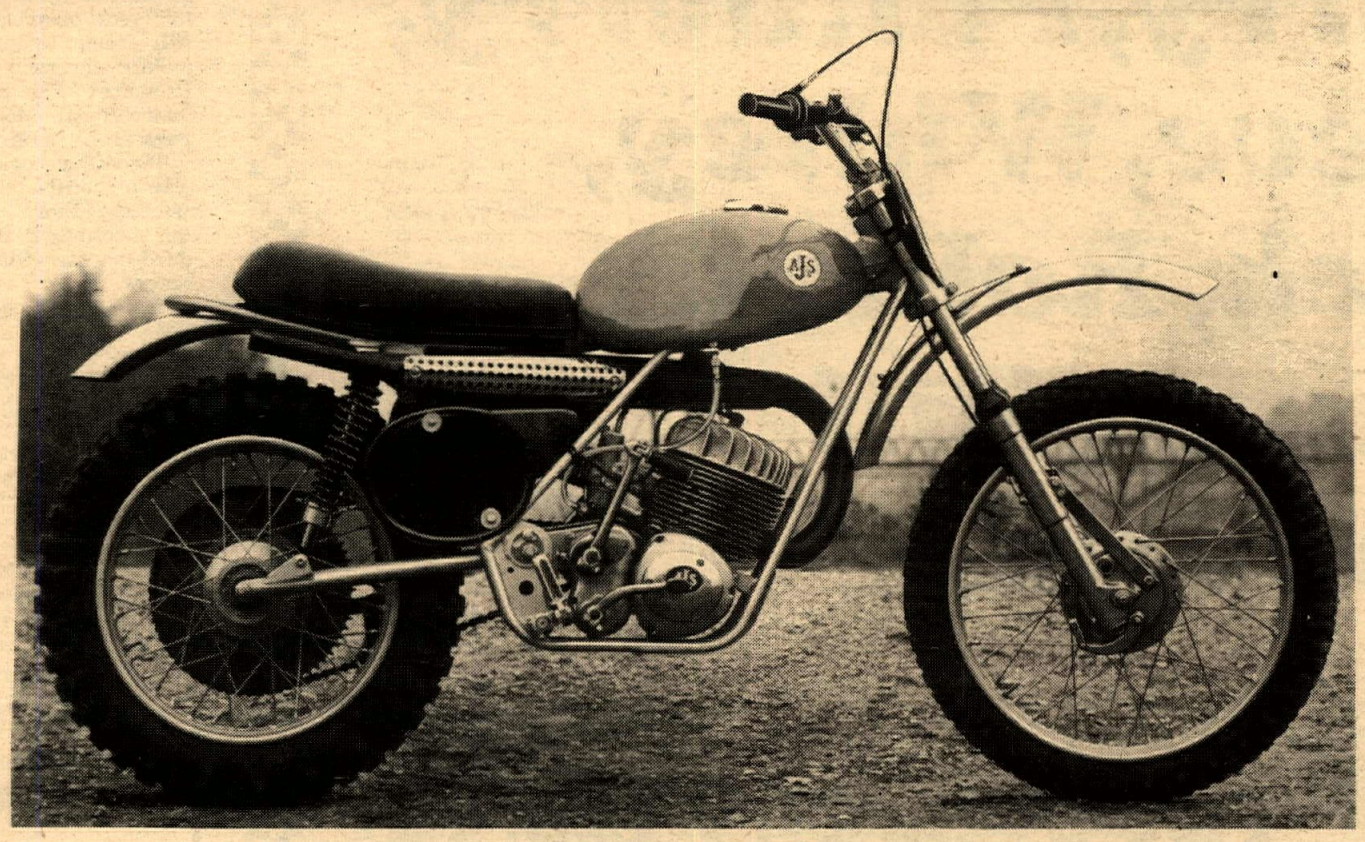

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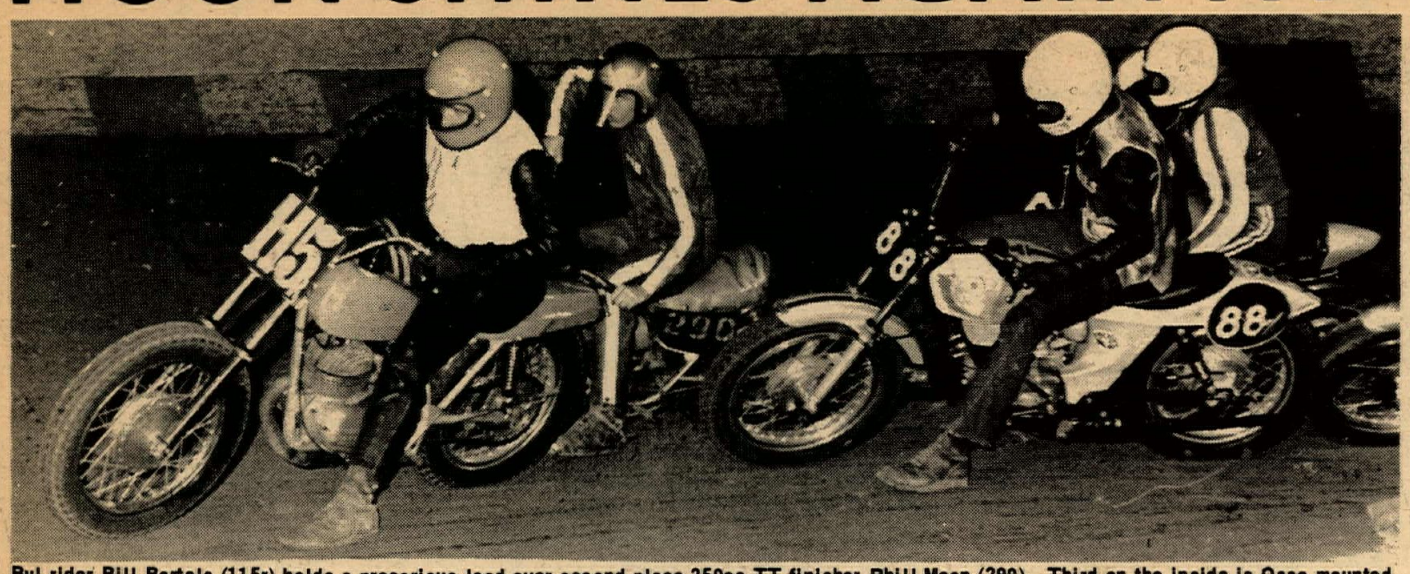
MOON SHINES AGAIN AT TROJAN



Bul rider Bill Bartels (115r) holds a precarious lead over second place 250cc TT finisher Phill Moon (290). Third on the inside is Ossa mounted Jack Vaughn.

Story by Dennis Greene
Photo by D.G. Studio

SOUTH GATE, CALIF. Dec. 19, 1969 – With the pressure on Irwin Moon to follow up his triumphs of last week, he came through, taking first not only in the T.T. but the flat track and the 250cc TT trophy dash.

Sr. Moon started riding three years ago after his oldest son was injured on the street, and his two younger sons began wanting to compete. Now the two younger boys run right in there with their dad adding a great deal to the night's program. Moon's son, Phill ran second behind his dad and Larry got fifth. The Bultaco mounted family took home most of the gold in the 250cc flat track Main.

Larry Shaw, one of the high riders of the season, returned after a few weeks off. During the half time he put on a demonstration of Class A or Speedway racing, on a new ESO, the same mount he will be campaigning when the season gets underway. The new ESO is owned by Cheryl Funk, head of the Speedway Supporters Club.

Class winner Scott Autrey leads competition.

Larry had a bad night in the regular events when a chain broke on his 250 TT ride and aplug fouled on his flat track ride in the Mains. However, he did win the 250cc FT TD.

Scott Autrey ran away and hid from all the other 125cc flat track riders in the Main, on his Yamaha twin that sounds like a high speed drill. Scott was first in the 125cc FT TD.

In the 100cc TT Trophy Dash, Bob Sanders came out on top and repeated the win in the flat track Main.

After an outstanding night of racing, the program was concluded with best wishes to all for a Merry Christmas and a Happy New Year.

The holidays will not interfere with Friday night's show; it will be run as always the day after Christmas and New Years.

(Results on page 37)

BAILEY BOYS THROW MOTOCROSS SCHOOL AND RACE

Spearheading an attack against what has been a European domination of motocross sport, Gary Bailey a twenty-five year old resident of Carson, Cal., will attempt to direct a crew of American motorcycle racers to a victory in the December 27th & 28th, Los Angeles-International Motocross at the Ascot Park arena in Gardena, Cal.

Recently uncorking a spectacular display of ability before twenty-five thousand spectators at the Westlake Inter-Am meeting, Bailey finished an overall third in a star-filled field of international racers.

On Saturday, December 27th, the program has been scheduled to include a basic motocross riding school, open to the public, and beginning at 7:30 a.m. Racing for the Junior Division entrants will get underway at one o'clock. Among the featured riders in these events will be the colorful, high-flying R-D Sportcycle Team from Canoga Park.

On Sunday, the 28th, when a new mini-trail "Maverick" will be awarded to some lucky fan in the stands, the big boys, the professional motocross racers will take to the arena floor – at 12:30 p.m. – for the presentation of the F.I.M. sanctioned Los Angeles-International.

We* wish you a Merry Christmas and a Happy New Year

*Larry, Pat, Jerry, Steve, Whitey, Rick, Robert, Emmy, Bill and Jim.

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Mark Blackwell Shoots Ahead From Last To First

By Jack Light

POSO PARK, CALIF. Dec. 21, 1969 – From dead last, with the pack a good half lap ahead, Mark Blackwell shot forward to win the Open Senior class on his C-Z at the Poso Park motocross, Dec. 21st. Mark got rolling after he loaded on the start, then passed the others and flew by the checkered flag with a good margin.

Jim Rose broke the Maico parade on his Husky in the Open Junior class by taking 5th while Maico riders too the 1st through 4th and 6th places.

Indy car driver George Snider proved he could tool a two wheeler in the Open Junior class. George lost it in the last moto in the slidy section of the esses, but got up fast and made it back to place second, just behind Jim Hessick.

Rick Mears, riding a Bultaco, showed the same winning habits in taking the 250 Junior class. He normally rides a smaller bike, a Sachs, to first place.

Maico rider Phil Taylor managed a 2nd in the 125 Junior Div.-1 and 3rd in the Open Junior.

The tough luck award must go to Tim Hart who had to sit out the afternoon after a broken piston made him retire.

Over 170 riders appeared from all over Californis for the K.C. Trailblazers motocross. The cool weather, the lack of dust, the good crowd control, the excellent course, modified somewhat to offer more of a challenge, and the fine riders made the race a real success.

(Results on page 37)

Poso Park is a popular course with many So. Cal. riders. These soft sandy esses are one feature that almost any one could really enjoy.

Slamming around the groove Rory Muscatell rides his A-E to a 125 Jr. win.

Mark Blackwell took on all comers in the Open Senior division and put his CZ across for the win.

Leaping his 360 Maico over the hummocks, George Snider was the second Open Junior behind Jim Hessick.

CYCLE NEWS NORTH

Dist. Mgr. Bill Smith

Steve Marsh (Yam) leads the pack through the wash boards. Following is Ossa rider Hank Lanman (163c)

DICK MANN WINS FEATHER RIVER M-X

MARYSVILLE, CALIF., Dec. 14 – Dick Mann took first over all in the 250 Expert Feather River motocross on his very fast Ossa, by winning both motos. He sure does like to ride. He tried to sneak in some extra riding by taking off with the 250 Novice riders but was black flagged on lap two while running out in front, of course. He just told the starter he thought it was his race. Carl Cranke was 2nd on his CZ from Orangevale Cycle Center. He got off in the first moto but got up to finish second to "Bugs" in both motos.

Cris Williams won the first Amateur moto and took 2nd in the second for a first overall win on his CZ, riding out of North Bay Motorcycles of Concord. Phil Jacobson, on a Maico, was 2nd overall and possibly should have had first place. He finished 2nd in the first moto after a very bad start, last off the line. The second moto was all Jacobson's with a very impressive win. He was awarded 2nd place. Dennis Thompson was third on a Ossa.

Harley-Davidson rider Lonnie Foreman must have really like the sand course, with two firsts to take the 100 class win hands down, with 2nd place rider Ron Keeping, riding a Kawasaki, doing a good job keeping second place, but way back. Third went to Bill Balmain, Sachs, fourth was Ken Unl, riding a Bultaco.

Winning the 125 Amateur/Expert class was Carl Cranke, Penton mounted this time, second went to young Alex Jorgensen, on a Kawasaki. The Open Novice was won by Roger Kline on a Husky, who just ran away with it for two first place motos and the big brass.

Open Amateur was some race also. Martin DeVries on a Husky, was the winner, with Brad Lackey, riding a CZ for North Bay, taking second place over all after taking a bad crash in the first moto. Bill Trumbell was third on a Yamaha.

The Open Expert was won by none other than Carl (Mr. Consistency) Cranke, riding a Husky in this one. Right behind him on a ISDT Jawa, with lights and all, for North Bay Motorcycles, was Randy Lackey, taking the second spot. Running third was CZ rider Bob Haustien, with Big Red Cadwell taking fourth on a BSA. The course as before was a real fun thing and in great shape after all the rain.

Also, as before, it was very rough and demanding on man and machine. The club ran late as before also, but will start earlier next event time so they can flag everyone before dark sets in. Start time on their next event, they say, will be 10 a.m. sharp, so don't be late if you like to ride this event.

(Results on page 37)

Dirt Diggers North rider Carl Cranke wheelies his Penton to a class win.

Akerblade Wins Blue Mtn. Hare and Hound Three Ways

By Jeanne Friestman

HERMISTON, ORE. Dec. 14, 1969 – Chris Akerblade made one ride and picked up three wins at the Blue Mtn. M.C. Hare and Hound, Sunday.

Riding a 250 Suzuki in the 15 year old and under class Chris won his displacement class and age category and rounded it all off with an overall win.

Sparsely snow covered sage with knobby tracks here and there was the scene around the start area. The temperature was in the high thirties, but the camp fires were plentiful to help ward off the cold. The ground was just damp enough to keep down all the dust and offer good traction.

At 1:00 the 47 riders lined up over the front wheel of their dead engined machines as a gun shot sent them on their way. It was a close pack all the way to check point one, with only two bikes left behind sharing the same agony. One was a Kawasaki and the other was s Bultaco that in due time caught up with the rest and after two laps was in the second place spot of the 180 class, only one minute behind the 180 leader, Rich Fuller. Fuller held his place all the way and after two of the three laps, heading for home, Lee Simmons and Dough Graves each moved up a spot as Friestman's Bul decided it needed a plug change and this brought Dave in for a fourth.

Pit crews had a short 20 min. to wait before the pack came in to home base with a lot of action. Cris Akerblade was out in front on a 250 Suzuki at this point and moved out swiftly after receiving his check to further secure his lead.

Fred Durfee was up against some real competition on his Kawasaki Baby Green Streak as the 100 class needed to make just two laps over this very fast course, but he didn't miss a lick and finished as first 100.

Mike Jaechel, a factory rider for Pabatco, entered on a new prototype 100 Hodaka but suffered a seizure before reaching check one on his first lap. There just weren't enough break in hours on the engine.

Lap two again showed Akerblade in the

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Cycle News North wishes to extend a warm Seasons Greetings to all the dealers, clubs and readers in the great Northern area. And a special thanks for helping to make the Cycle News North section of Cycle News the success it is in the short time we have been doing it in Northern California. We plan to bring even bigger and better coverage in the coming year. It's with your help that we become a bigger and better paper. We here at Cycle News North would also like to wish you all a very Happy and Prosperous New Year.

Bill Smith
District Manager
Cycle News North

CITY OF CONCORD TO SPONSOR PROF. RACE

On January 10, 1970, the first official City of Concord sponsored motorcycle Scrambles will be presented at Baldwin Park, on Parkside Drive in Concord, Calif. from 9:30 a.m. until 5:30 p.m. This race will help raise funds for the City Parks and Recreation Department. It will be run on a professional basis; that is, the riders will be paid prize money. If this event yields a good turnout, the plans are to run an event every month.

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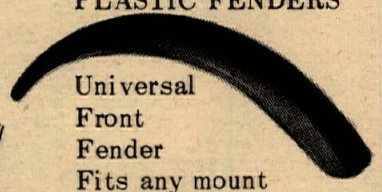

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lead and the rest of the troops were now quite spread out. He's a fast moving fifteen year old and at the end it was still Akerblade. Congratulations Cris!

Like the 180, and 250 classes, the Open bikes too ran three laps. Maintaining his class lead and bettering his overall standing each lap, was a smiling Big Gene Boyer on a 360 Husky. Boyer took a class first and second overall.

By 3:00 the course was closed and as each rider finished he had to quickly sign-in and trophies were paid shortly thereafter.

(Results on page 37)

Rain Soaks Wash. Motocross

By Jerry Prey

ORONDO, WASH. Dec. 14, 1969 – After two days of snow and rain, Daroga Park was ready for motocross and more rain and the rains came, all morning and into the afternoon. Suddenly the clouds broke and the sun shone brightly. Everyone was happy, except those who had wet ignitions. They were a problem all day long.

Bob Budschat thumped his Ducati through the slop to win the Over 250cc class ahead of Husqvarna rider Burt Iler. (Results on page 37)

Robins Dominates Trailblazers Hare Scram

Photo and Story by Bob Caudle

RENO, NEV. Dec. 7, 1969 – Carter Robins of Reno on a dominating 40 inch Triumph beat 161 other heavyweight entries at the Nevada Trailblazers M.C. Hare Scrambles near Reno. This is Robins' second overall win in this area as he won the Trailblazers Annual Ponderosa Hare and Hound last year.

Robins had to work for his latest win however. Barclay Trehal led better than half the race with Robins and Buzz Busey within striking distance. With two nine mile loops left out of an eight loop race Trehal went out with mechanical problems. Then Robins himself crashed hard and Buzz Busey took over the lead. Busey only led for about a half mile and the fire in his bike went out. In the meantime Robins had gathered himself and his mount back together again and snatched the lead and held it to the finish.

Powering out of a dusty sand pit a Bultaco rider squints ahead at the sage brush lined trail.

The Trailblazers set up the classes so that 200cc machines on down were lightweights. A total of 64 lightweight division riders started five minutes behind the big bikes. As if the dust wasn't bad enough, the leaders, instead of following the course markers, started following some trail riders that had gotten into the race course area. Consequently everyone but five riders missed the check on the back side of the course.

Overall lightweight winner, Bob Sorenson, didn't lead throughout the race but he was the first man to finish with all of the required helmet marks. Sorenson must have really been paying attention out there.

The course consisted mostly of dust since the weatherman frowned and there wasn't even a hint of a breeze or rain and dust blanketed the whole area.

At the starting area the riders faced 100 yards of brush and then turned onto a fast road. Leaving the road it was into some tough sagebrush and onto a fun S-turn road with a few deep ruts thrown in. From then on it was another sandy road, a downhill with a 90 degree turn at the bottom and into the check. Leaving the check and a steep downhill behind, the course turned onto a fire road that was definitely rough. On top of one of the rises some unlucky riders found some cement pipes just to the outside of the course and crashed. After going through some trees and more brush the riders turned into a deep, narrow ravine, wide enough for just one bike and about two hundred yards long. If one rider fell everyone else used him for traction to get up to the road into the finish check.

The Nevada Trailblazers M.C. of Reno, Nevada are currently in the midst of a tremendous membership drive. Their membership now totals 80 and for anyone interested in joining their club, they meet every Tuesday night at 8:00 p.m. at the Silver Cue Billiard Parlor on the corner of 4th St. and Valley Road, Reno.

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Oakland Racers Adventure in Europe

The people at Nelson Bros. Motors in Oakland received a letter from one of their employees, Darrell Courtright, who has been over in Europe racing.

He and his roommate, Jeff Rogers, had been planning this trip for a couple of years and they finally made it. Darrell has been an employee at Nelson Bros. for three years and lives in Orinda, Calif. In his letter he points out the good and not so good things about living in Europe. He explains a little about the track and how the races are run and what the terrain is like over there. There should be more letters from Darrell and Jeff in the future with more interesting news of their stay in Europe.

Darrell writes: "Well I finally got somewhat organized and got back from the city of Prague. We got our licenses last week and had to join a club, the Sidecar Club of France. Picked them up two minutes before office closed Saturday and $55 later with insurance.

"After Prague, went to Germany with Jeff and picked up Huskys. Put the motorcycles together at race track last Sunday morning and rode our first race. It was a club race. Since our club put on the motocross, only club members, about 15-20 riders, ride first. Jeff was completely exhausted after two laps of practice and I was only good for four laps at a time. The course was as hard, if not harder, than Santa Cruz and about 1 mile long. It was located in a box canyon in a forest.

"You started at the bottom and rode up the main straight which was third gear and very bumpy, like the straight at Richmond. It made a left hand turn and down a second gear hill and a second gear right hand up a hill, left hand downhill, first gear right hand at the bottom and a second uphill. Four more of this type hills, to a mud ditch and back on the main straight. The main straight was the only place you had a chance to rest.

"The course was usually wide enough to pass anywhere you wanted and it was a very nice day, no dust! On about the third downhill there was a mud corner which Jeff fell in during the race. There is also lots of rocks on the course, ranging in size from baseball to football size.

"The Race: They had to come and tell us when it was starting because Jeff could not understand French over the loud speaker. The Husky seemed to be running good. They run a 45 minute race, a combination of 250-500cc. They also use an elastic band to start. Seems to be very good. There is one race for club members. Well, we lined up and we were off. I seemed to get a good start and thought I would be in the top 5 into the corner. It was very tight and I was just about to shift third gear about halfway up the straight, I hit one of those rocks that picked up my Husky's front wheel and threw me right into a guy on a BSA. We got tangled up and went end over end and I landed in the middle of both bikes. Just then Jeff crashed into both of us. What a way to start your first race!

We got the bikes apart and everybody was off but my motorcycle wouldn't start. A spectator pushed me and I was off almost one lap behind. I caught the guy on the BSA at the end of the first lap in the mud hole. He got stuck and I almost ran into him. I pulled my motorcycle into another rut and was off. Very tried and only one lap completed and about 40 minutes to go. The next few laps I tried to gain my composure and settled down to steady riding to not get any tireder than I was already. Every uphill and downhill got more and more chewed up. It was like going up and down stairs. I thought I would just quit, but I kept saying I came a long way to ride and I'm not going to quit now. At one point during the race I got a second wind and passed about four guys in three laps. The last lap sign came out and I almost fell 4 or 5 times and was all over the course, out of control. I did finish and was about 7th or 8th overall but was lapped by the leaders two times, I think.

"Jeff got stuck in the mud hole by the start-finish on the last lap and was a big mud ball and finished dead last, but finished. I'm still sore this morning and Jeff is still having a hard time moving. If you fell on the course you had a good chance of hitting a tree or a wood rail fence that lined the course. I was letting a rider pass me on an uphill and he moved one of the large rocks right in front of me and I hit it and looped out, had to go back down and turn around.

"The riders seem very strong and very steady. I could stay with one guy who finished 6th in the senior final, for about 1-1/2 laps thent I fell apart.

"Everyone seemed to have Huskys, Ossas, CZ's, very few other types of motorcycles. The top finishers in the senior were: Husky 400, CZ 360, CZ 250, and Husky 400. After spending all the money to race, it almost seemed worth it."

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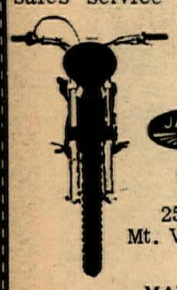
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HOOD ROBBIN' JOHNSON OF ALTAMONT $$

ALTAMONT, CALIF., Dec. 12 – 125cc Yamahas dominated the 125 Junior class this Friday night with John Hood taking first in all three motos to win the brass and money. Finishing second over all was Cliff Johnson, who did a fine job of riding but was no match for Hood. Third place went to Marvin Remakel, also on a Yamaha.

The track was in great shape, with just enough rain the day before to make it super. The course was also laid out backwards, which was good for most of the riders who did show up to race, which was not many. Don't blame many of the riders for not showing after last week, but they did miss a very good race track this week after the rains came.

The 250 Jr. division was won by CZ rider Bill Smith, out of North Bay Motorcycles, by taking all three motos. Elmer Johnson, riding a Penton, was second over all by taking two seconds and doing a fine job by staying on Smith's rear knobby most of the time. Yamaha mouted Bob Torni captured third by out-doing Robert Doran, Ossa, who finished fourth.

The Open Junior event was won by Husky rider Robie Morrow, who outrode Bill Smith, CZ mounted, in all three motos. Smith and his CZ would get the edge on the start, but Morrow and his Husky finally passing and running a very close race with Smith, finished winner in all three motos. Mike Zura, on a Maico, blasted in third place with another Maico rider, Kriss Mellon, running fourth.

(Results on page 37)

ROOM TO RIDE? IT'S UP TO US

By Dawn McManus

WEDNESDAY, Dec. 10 – There was a meeting held at the Hayward (Calif.) City Center Bldg. which should interest everyone concerned with motorcycling in the East Bay particularly, and everywhere generally.

The meeting was to bring to the attention of cycle enthusiasts the importance of protecting their interests, and making their voices heard through cohesive organization.

Two young men are responsible for this fledgeling effort – Mr. Reg Kittrelle and Mr. Jerry Bohan. They prevailed upon representatives of several agencies to attend and respond to questions and suggest some ways to approach the problems and work out solutions.

At present the greatest problem seems to be finding available space for cyclists to enjoy their sport. Considering the numbers of "us", over 400,000 in California now and an anticipated 100,000 more in the next year, this is a real need and one which should be vociferously brought to the attention of recreational agencies and legislators.

Mr. Gary Tate, representing the East Bay Recreational District, presented his agency as one most likely to have facilities and recourse to aid motorcyclists in getting some new places to ride. He is sympathetic to the needs and problems of our special interest, but without an organized approach and planning by cyclists as a strong, unified body, he says his agency cannot act.

Cyclists, if they wish to preserve and expand their areas of recreation will have to make the effort to attend meetings, serve on committees, help compile information, and organize – organize – so legislators and other concerned agencies know we are a large group deserving of some of the benefits our tax dollars pay for. If this effort is not made, then we cyclists will get less than we deserve.

So, come on all you motorcyclists, dirt and street riders, get out and make an effort in your own behalf. Come see what you can do. For further information contact: Reg Kittrelle – (415) 582-0339 or Jerry Bohan – 846-4620.

CLEAN SWEEP FOR TNT

By N.A. Williams

WOODLAND, WASH. Dec. 14, 1969 – It was a clean sweep for Ed Hermann and Chuck Joyner, in the 250cc and 360cc classes. Both riders are sponsored by the T.N.T. (Bul) Cycle Shop run by Tom Woods in McMinnville, Oregon.

Ed Hermann owns his own bike but is sponsored by the shop, and Tom Woods does the tuning.

Chuck Joyner rides two of the shop bikes and is sponsored by T.N.T. and Lonie Maye.

Lonie Maye (a Portland, Oregon area wrestler) is a big cycle enthusiast and has been out to watch the boys ride at all the Woodland's races.

(Results on page 37)

RICE ROCKS COW PALACE SHORT TRACK

By Bill Spencer

SAN FRANCISCO, CAL. Dec. 13, 1969 – Jim Rice, 80y, rode his BSA short tracker to a walloping three second victory over a star studded field at the San Francisco Cow Palace. The first year Expert broke a fantastic five-in-a-row win streak for Harley-Davidson backed Mark Brelsford. Brelsford the National Number 87 rider had to be content with a fourth place in the 15 lap Main event. Second went to National Number 20, Gene Romero and third to Amateur Terry Sage, 70z.

The Main started out nervously. Romero was late and everyone was so keyed up that starter Pop Odom had his hands full keeping some sort of straight line. When the flag finally flew it was only a short time until Bill Jamison lay on the groove in the first turn with a broekn throttle cable. When it was established that he couldn't restart, Al Kenyon, 88y, came up with ignition problems and he couldn't restart so that only six bikes were ready. Rice got the jump and it was bye-bye beezer.

Sage went through a short period of agony in the Main event. Brelsford's sprint was right on the rear wheel of the Bultaco. When Brelsford finally got most of a wheel inside on Sage's leg, Terry glanced down and moved over, but that wasn't the end. Brelsford moved in on Romero and let Burrito know that he was knocking on his door by tapping the rear wheel. In doing so Brelsford got a little wide coming off the first turn and Terrible Terry saw the light and immediately closed the hole. All the while Rice was moving away from the pack.

The 10-lap consolation was just as action packed as the Main with Butch Corder, 92y, dicing with Bill Morgan, 123z, until Corder bailed off. The restart showed a series of different leaders and dying motors with Karl Triest, 105y, finally taking the lead on lap seven. His nemesis arrived just in time. On the start of lap nine Morgan pulled in quite close and passed in fine style and on the gas.

The Trophy Dash seemed to be a normal affair except that the trophy dolly was San Francisco's Bunny of the year. The fast qualifiers for this event were Rice, Greg Hodges, 56y, and George Carter, 25z. The fourth fastest was Gentleman Gene Romero but Burrito appeared just before fire-up time and said that he would pass on this event. I don't think he knew what was in store for the winner in addition to his trophy. At any rate Carter won it and when Bunny Peggy came out with race director Guiluzzo he received a beautiful Critt-Co brass and a hand shake from the dolly. If that had been Burrito, I don't think that would have been the greeting.

This being the first of eight events at the Cow Palace there were some new faces in the sign up line, including Rice and Dan Haaby, Number 22, riding a Yamaha. He will ride a OHC 650cc, Yamaha in the outdoor season. National #12 was also present in all his elegance. Eddie Mulder rode Irv Kanemoto's Bultaco and plans to come back even though things aren't going his way. Super Ray Trujillo, 163z, also reappeared.

(Results on page 37)

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Good Ol' Bay Mare Does The Moto-X Thing Again

Photos by Jack McFarren

Mark Hovater fits a wheel in the groove and gets it on.

In the first of a two-in-a-row motocross series the Scramblers called the District 37 riders to Bay Mare Ranch for a day in the dirt.

The Bay Mare masters, Mike Chamberlain and Joe Veillon made it one and two in the Open Senior motos and two more Maico riders, Terry Bilton and Ron Bun pulled it off in the Open Junior races.

Bultaco mounted Steve Bast won the 250 Expert go and Westlake winner Jim Dawson had the 125 Experts looking for left overs.

Rick Norris used a Montesa in the 250 Jr. Div. I and Rick Blum chose a Yamaha for the Div. II win. Bill Payne and Dan Armstrong split the two 125 Junior divisions.

(Results on page 37)

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★★ SEASON'S LAST

Jon Mudd duels across the jump on his way to a 125 Novice win.

By Maureen Lee
Photos by Gene and Maureen Lee

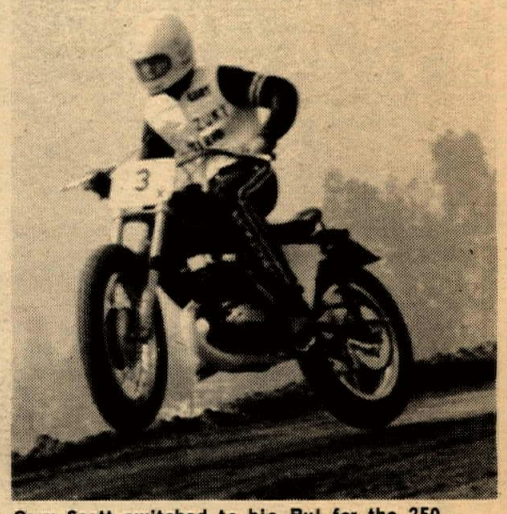
PERRIS, CALIF. Dec. 21, 1969 – Coachella Valley always throws one of the very last races of the season and this year was no exception. As uaual everything went off smoothly inspite of problems that would have completely snowed under some of the other clubs who have bigger memberships. The major problem was the fog. You couldn't even see the bloomin' track, so lightweights practice had to be delayed for safety reasons until way late in the morning. Coachella decided then and there that the only way to get the day going was to run everyone on the short course. This tightened up the schedule considerably, but it didn't set too well with the big bores. They got a delegation together, asked the club to let them run on the long course, pressed some extra flagmen into service, and off they went.

It was almost a solid Kawasaki day in the ultra lightweight division, with only one rider, Steve Herrera, on a Yamaha in the 50 class breaking up the solid Green Streaks' wins. Bill Dobbs won the 100 Novice Main followed in by three more 'Sakis ridden by Marty Davis, Jeff Sexton, and Bob Brooks. Doug Mason took the 100 Expert motos beating out Gary Scott and Troy McKee. But in that class, a Kawasaki was Steve Nicolls' downfall (pun intended). In practice he was trying a Kawasaki out and unloaded heavily. Then he re-appeared briefly on a Hodaka, but later went back to the Kawasaki. Hitting a downed bike, he really went a wallop and ended up being taken off for some X-rays. We're pleased to report nothing broken, just a severe foot sprain. For a while it looked like there went that ultra-lightweight plate for Steve who has worked so hard for it all season as has Troy McKee who is now breathing right down Steve's neck after finishing Sunday.

Bob Greenstreet went home after winning both the 250 Amateur and the 350 Amateur/Expert class. In the 250 Amateur class, I wonder how many of the guys knew that Randy Ellis, who ended fifth, rolled his van twice on the way out to Perris?

The Sidehacks arrived with a good group and proceeded to tear around the track for a six-lapper winner-take-all

When a side hack passenger says he is going to let it all hang out don't take him lightly.



Gary Scott switched to his Bul for the 250 Expert win.

Only Seven Timed Riders Make Granite Pit Summit

By Steve Wakeman

JACKSONVILLE, ORE. Dec. 14, 1969 – At the Motorcycle Riders Association's 3rd hillclimb held December 14th at the Granite pit near Jacksonville, Oregon, only seven bikes made it over the top of the hill to be timed. Two of these were in the 500cc class and the other five were in the Open class.

Two of the Portland Riders Chuck Hodson and Lydab Azcie put on a demonstration in an unlimited class. This is a class where the riders modify their bikes in what ever way they think it will win over another bike. The two bikes that were used had extended frames and chained rear wheels. Both bikes made it over the top, but even though they were modified they were unable to defeat the local machines which were timed.

A minibike hillclimb was held during halftime the winners of this event are as follows: Darwin Ault age 7 rode his Honda 160 feet up the hill to take first place. Don Coghill age 8 rode a home made bike powered by a 50cc Suzuki engine 88 feet up the hill to take second place and Ron Clark age 8 rode his Honda 85 feet up the hill to take 3rd.

Dick Chambers rode his 650cc Triumph over the hill standing on the seat to round off the day's events. The out of town spectators who asked to see him ride the hill in this fashion were quite amazed and showed their appreciation by giving him a big round of applause.

(Results on page 37)

The 125 Expert winner, Rich Sanders picks up his Bul's nose.

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POINT RUN HELD AT PERRIS ★ ★

John (1) Rice tries to squeeze past two other 500 Expert class riders. John got a third for the day behind Gary Jones' thumping BSA and Jim Connolly's Greeves.

race. Dave Roesch and Tom Ridyard held the lead with their potent Harleys until the rock turn on the very last lap, when, as "Crash" said, "I blew it" and the BSA of Jim Moffitt and Jim McNeal got by. Letting it all hang out should be imprinted on the back of McNeal's shirt! Phew! The Prettyman/Volenec Kawasaki rig endoed spectacularly with pilot and monkey sailing like birds but no damage done. When one of them came to, the ambulance driver was making anxious noises and all the 'hacker kept saying wasy, "How is the bike? Did we bend it?"

It was Lost Angels day in the Open Novice class with Andy Hernandez on a Norton and Frank Close (Triumph) taking first and second while Mike Boyle on a BSA came in for third. These guys really mixed it up, which is more than we can say for another heavyweight class, but we'll get to them alter. Gary Jones (BSA) was the man to beat in the 500 Expert but no one could except for Jim Connolly (Greeves) who won the second moto by just a half-bike length. John Rice was back aways in all three as was Chuck Wheat (Maico) who was definitely having an off-day. He was trying hard but the man and machine just weren't blended as they usually are, and he lost a lot of valuable points in his try for the number one heavyweight plate.

Screen Actors' Guild cards should go to all the Open Expert class or at least maybe a miniature sandbag. We know all's fair in love, war and racing, but honestly you guys! Terry Dorsch (Triumph), nursing a sore knee, won while the rest of the crew played happily away, although in all credit to Mike Posey, he finally turned it on in the third moto and showed what he could do. We're not going to say that this win gave Dorsch the number one over Wheat until we check with steward Sam Crooks. The points are that close, and there's still next week at Adelanto!

(Results on page 37)

Dave Roesch and Tom Ridyard led the hacks until the last laps when Moffitt and McNeal skidded to the fore!

Ron Moore pulled off a second in the 250 Expert Main behind Gary Scott.

"Making The Scene At The Motocross"

By Mary Earl

Ladies! Our time has arrived! The motorcycle races today offer women (and men) a great chance for either sports-clothes chic or a way to express one's own individuality.

Events such as the Inter-Am Motocross at Saddleback, Calif. offer a nice day of creative race and people watching and are more enjoyable than, say, sports car races as they are more informal and there is less crowding.

Bring refreshments, folding chairs, and be ready to enjoy a pleasant few hours in the sun with a setting of mist-etched hills, the bikes buzzing like indignant bees (30 knights a leaping) and colorful people, including yourself, to see. Oh, the good old smell of racing fuel!

Actually, the men's fashions are more colorful than the girls.

The one time standard uniform for men of a white T-shirt and jeans seems to be out! Racers still wear these, with advertising on the shirts, but they don't really offer much scope unless a distinctive hat is worn. There were, however, a number of these combinations at Saddleback last Sunday.

One I liked was a fellow on a minibike – white shirt and jeans BUT – a black Orlo Guthrie hat with a blue headband, a circle of blue brilliants, and – flowers on the top!!!

Hats at the races are not, I regret to say, what they used to be. Who can compare the magnificent specimens seen at the old Big Bear races with those shown today?

There seem to be a number of Orlo Guthrie hats, and a sprinkling of Bronson's knit watch-caps. However, an adult wearing a Bronson does reveal something about the wearer.

Hey, there goes Sherlock Holmes! I saw a white hunter, a Doughboy campaign hat, sombreros, stovepipes and paper hats folded! Be yourself.

Men, take care not to be ghostly! There was a blue-green polka dot Nathan Detroit hat with A STRIPED BLUE T-SHIRT! What would Playboy say?

In general, nylon jackets, imaginative mustaches, sideburns, current hair styles, any kind of slacks or jeans and colorful tops are worn.

I particularly liked one outfit of a green tank top, jeans, handlebar mustache, and booter hat. Renoir, where are you? Or better, Toulouse Lautrec? He would have loved the motorcycle races.

We have some notes on women's fashions too.

Girls have it better now than in the old days – clotheswise it was pretty bleak.

Capris etc. with a sharp top and a nylon jacket are in the majority – an interesting hat livens this up.

One nice outfit was a sleeveless beige shell with an individualistic beige hat.

However, just about anything goes.

Others that stood out were two girls in Maxi's – one had a pretty outfit of a Paisley blue-green maxi shirt, a white blouse, green rebozo and shades.

I saw a fringed jacket, a lace mantilla with a quilted jacket, and one girl with a purse that had plainly been a real bunny. Any and all hairdo's are in.

For myself, at the next race, I intend to add an Arlo Guthrie hat to my ensemble of bell bottoms that are six inches too long, and do my best to enliven the scene. See you there!

By the way, who won the race?

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CALENDAR

(Continued from Page 2)

SUNDAY, JANUARY 11th

MOTOCROSS by Dirtdiggers North at Helvetia Park on Hwy 16 between Sacramento and Woodland. Limed from Inter State 80 and Harbor Blvd. Sign-up at 8:30 a.m. first race 10:30. P.O. Box 338, Orangevale, Cal. Info: (916) 652-7800 or 988-4725.

TT SCRAMBLES by the Jackrabbits M.C. at Adelanto, Cal. Dist. 37 points. First point run of the year. Big Bikes go first. Pract. 8 a.m. Class C traction. Info: (213) 869-0600.

HARE SCRAMBLES by the Pasadena M.C. Holiday Hop, limed from Four Corners, Cal. Hwy. 395 and 58. Two 35 mi. loops, AMA Dist. 37 sanct. First points run of the year. (213) 358-6090.

HARE AND HOUND by the Hi Siders M.C. Three 15 mile loops, trophies to 50% of finishers. Limed from Jefferson and Interstate 10, 5 miles north of Indio, Cal. Info: (714) 347-8118.

MOTOCROSS by the CMC. First race of new Hallman Trophy Series at Carlsbad Raceway, Cal. Experts ride for cash, Junior series winner to win 1970 Penton and 1 years sponsorship Hallman racing.

FRIDAY, JANUARY 16th

FLAT TRACK AND TT SCRAMBLES at Trojan Speedway, South Gate, Cal. Gates open 6 p.m. and close at 7:15 p.m. First race 7:30 p.m. Info: (213) 923-7115.

SUNDAY, JANUARY 18th

ENDURO Sonora Pass Winter Enduro, AMA Sanct. Start and finish at Confidence, Cal. 13 miles east of Sonora on Hwy 108. Approx 100 miles. Spark Arrestors required. $4 entry fee to: Sonora Pass M.C., P.O. Box 259, Sonora, Cal. 95370. $3 team entry. Entries close Jan. 5th. First rider out 9:01 a.m.

MOTOCROSS by the CMC at Fontan Raceway, Cal. Second meet of Hallman Trophy series. Seniors run for cash, Junior series winner takes 125 Penton and one years sponsorship. Leathers etc. paid down to tenth place. First race 10 a.m. $10 post entry, $5 mail entry to: P.O. Box 1402, Costa Mesa, Cal. Info: (714) 646-3143.

HARE SCRAMBLES by the Hi Jinks M.C. Cherry Pickers Hare Scrambles at El Mirage dry lake, west of Adelanto, Cal. Ten 8 mile loops, 10 a.m. start, $3 entry, trophies after finish. Limed from Adelanto. Info: (213) 868-0116.

HARE SCRAMBLES Dave McCord Memorial by the San Bernardino Valley M.C. AMA Dist. 37 points. Five miles north of Adelanto, Cal. on Hwy 395. Two 45 mile loops, trail bikes go all the way. 10 a.m. start. $3.50 entry. Info: (714) 822-2252.

FRIDAY, JANUARY 23rd

INDOOR SHORT TRACK at the Cow Palace, San Francisco, Cal. AMA Professionals. Races at 8:15 p.m. Adults $2.75, kids 75¢.

FLAT TRACK AND TT SCRAMBLES at Trojan Speedway, South Gate, Cal. Gates open 6 p.m. and close at 7:15 p.m. First race 7:30 p.m. Info: (213) 923-7115.

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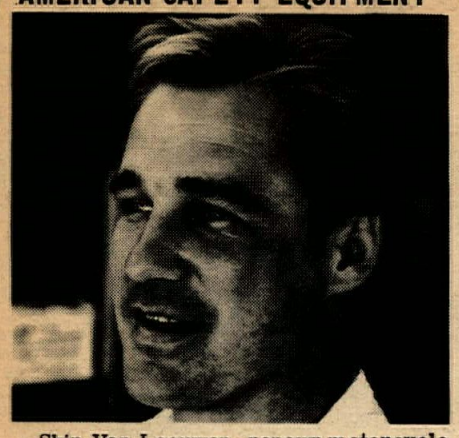

Skip Van Leeuwen, renown motorcycle racer, is representing A.S.E. as their salesman for the Southern California and Arizona territories.

Mr. Van Leeuwen will handle the full Buco motorcycle line of helmets and helmet accessories as well as the automotive impact helmet line.

Skip, a native of Southern California, has an extensive background in the Motorcycle industry as a Champion Racer in addition to being an energetic and successful salesman.

POPULAR SOUTHLAND SPORTSMAN RIDER WEDS

Raymond Vanderpool, popular hot shoe campaigner of Districts 37 and 38 was married to the former Glenda Koelver of San Diego at the Wedding Bell Chapel on 5th Ave., San Diego on Saturday, Dec. 13th at 3 in the afternoon. Only the immediate family and close friends were in attendance. The reception at the groom's home followed immediately and guests included many San Diego motorcycle dealers and personalities.

Ray is well known at the TT scrambles at Perris, Elsinore, Orange County, Dehesa and South Bay speedways. He finished in the top ten for the year in both the TT and rough scrambles riders of Dist. 37 last year and won the 125cc championship at Orange County this year.

When asked about choosing the 13th for a wedding date, Ray said he was not

superstitious and besides there were no important motorcycle races scheduled for that weekend.

The couple will not be going on a honeymoon immediately but will wait until Daytona Speed Week when Ray will be riding Don Vesco's 3 cyclinder BSA road racer in the Amateur class there.

Clyde Howdy Challenged Life, Loved Mankind

It always seemed that Clyde Howdy was most content when he was exploring some unattainable country or "running hard" on his motorcycle over the desert. He had a taste for the competitive way of life and enjoyed every minute of it.

This was obvious from the time he joined the submarine service, where he spent his first day aboard a sub helplessly stuck on the bottom of the Atlantic Ocean, to the days he travelled the

Clyde Howdy prepares his Greeves at a desert race before he was stricken with terminal disease. His club, the Viewfinders, is holding a memorial race for Clyde early in 1970.

country with his parents singing at fairs and entertaining in clubs. When he began riding horses, that too turned into a challenge, and he soon learned to master some of the wildest. He eventually became an exciting figure in the world of rodeos, which introduced him to stunt work in the motion picture industry, where he became a successful character actor.

Most of you would recognize Clyde if you have been active in any of the desert events. He helped organize the View Finders Motorcycle Club and was their first president. When his interest turned to racing six years ago, he was in his early for ties, but in better condition than most men half his age. Whenever he entered a race he managed to complete the 75 or 100 miles required, usually coming in fourth or fifth in his class. He was easily spotted in the desert events by his 6'3" height, his levi pants and jacket, lace-up boots, knee pads and the familiar View Finders yellow and black racing colors.

When he wasn't riding he was talking ...talking about bikes and how to make the sport better and more appealing to the general public. He was greatly concerned with the way people were destroying and littering our beautiful land and at the same time was not too embarrassed to express these feelings. Many a time I have seen Clyde walk over to a camper that just emptied his day's garbage to the ground and very pleasantly say, "I think you dropped something." Usually the person involved was more than anxious to cooperate after being discovered.

Clyde's manner not only made you

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appreciate whatever you were doing a great deal more, but somehow caused a feeling of pride to seep to the surface whenever you finished a day with him. He also had a general concern for his fellow man and whenever he saw an injured rider on the trail, Clyde would drop out of the race, assist the man, then, rather than give up, jump back in with the same desire and commitment he had entered the race with.

Clyde was one of the few people I have known that enjoyed his own company. He took many hikes in the mountains behind his beachfront home north of Malibu, following deer paths or streams, and then he would return home late in the afternoon to relate his outings with his pretty wife, Kay, and their three daughters.

On October 3, 1969, Clyde passed away due to cancer. He accepted this dreadful challenge as he did the hills and mountains in his life and managed to outlive the time the doctors had given him by seven months. But, when the end was apparent for Clyde, he faced it as no man could ever hope to face such a tragedy... with courage.

The second weekend of January, 1970, there will be a memorial race for Clyde. It will be sanctioned by District 37 and held in Southern California. This is our last organized effort to pay tribute to a bike rider and friend who loved life, but assuredly his memory will stay with most of us long after the dust in the desert has settled and the clear, crisp air has returned to quiet. For wherever we find men with the desire to experience, explore and to challenge and at the same moment take the time to appreciate his fellow man...we will see a little bit of Clyde Howdy.

One Wheel Enough For Barstow-Vegas Finisher

The next time you don't think you are going to make it through the day, when you think you just can't go on any further, stop and think about Harold Mortensen and the finishing spirit he rallied in the last few miles of this year's Barstow to Vegas run. After whaming into something that should have stopped him Harold's front wheel got progressively worse as bent and broken spokes gave way. In the last few hundred yards before the finish of the 150 mile race the wheel collapsed completely and dropped the brake drum to the ground. That was good enough for Harold. He just shifted his 40 inch Triumph into bottom gear and rolled on. Finally when he got close enough to the finish line crowd some of the boys towed him in using his destroyed wheel for a handle. Photo by Mike Pearlman

AMERICAN MX TEAM'S 1970 PLANS

With one successful season behind them, the American M.X. team is setting its sights on this coming two years to put an American or three into the world championship motocross point standings.

Founders Dan Gurney, Kim Kimball and Joe Parkhurst have agreed to engage motocrosser Russ Darnell as the Team Captain for 1970. Russ is well known to Cycle News readers for his insightful letters from the European motocross circuit, where he continues to represent America very well in rough competition.

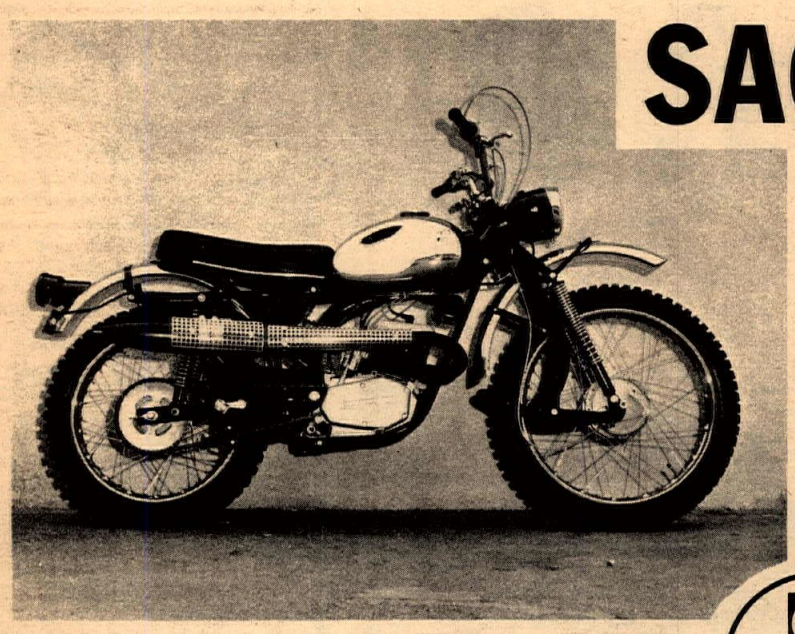
Russ will be joined by two as yet unnamed American motocrossers whom the founders are now selecting. One of the leading contenders is New York's Barry Higgins, who topped the American lists in the recently concluded Inter-Am series. Another good prospect might be young Jeff Penton of Ohio. The team, whoever it is, will tour the European Grand Prix Motocross circuit learning the art throughout 1970.

"We plan to make a serious attempt at the world title in 1971," says co-founder Parkhurst.

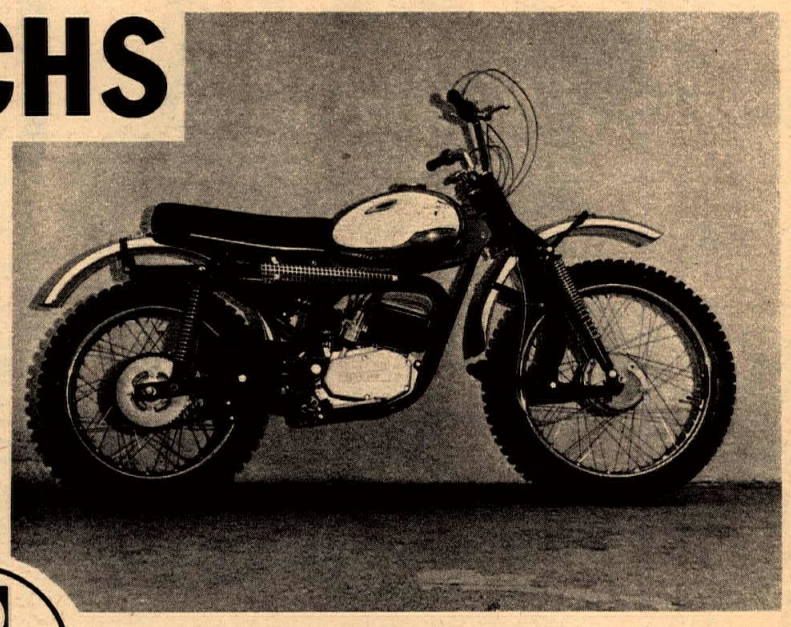
"I would say that within two years we will have riders capable of scoring G.P. points," Darnell agrees. "To do that one must finish in the top ten at a Grand Prix event. The European racers aren't supermen," Russ emphasizes. "They put their pants on one leg at a time just like anybody else. Only they do it a whole lot faster!"

Spark plug Kimball thanks the American motorcycle public for its support of the American M.X. Team in the past year. "All the bills are paid, including the founding costs," says Kim, "And we are about $1,000 to the good." Enthusiasts who have already joined in 1969 are requested to continue their support in the 1970 season by sending a donation of $5 or more to American Motocross Team, Box 3276, Hollywood, Calif.

Merry Christmas
and a
Happy New Year
from
SACHS



THE ENDURO



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Jim West Wins Carsbad Final

(11) Jim Wilson, (169) P.J. DeBenedetti have at it in first corner eventual winner Jim West is in hot pursuit.

Through the sandwash a string of 125 Jr.'s give their machines the full twist.

125cc riders find a path through slick Carlsbad mudhole.

1970 MAICOS ARRIVE

BURBANK, CAL. Dec. 22 – Today Cooper Motors announced the arrival of the 1970 Maico Models, the X5 400cc Motocross and the T5 250cc 5-Port Motocross.

The 400cc engine has the same bore as the 360, but the stroke is 6mm longer. This long stroke is designed to give more torque time of power traction on the ground. The 400 has 5 more horsepower than the 360, and one more tooth has been added to the counter shaft sprocket to handle the load and allow a higher gearing. The new 400 has a 67% balance factor, compared to the 45% of the early '69 360s.

Factory 400cc motocrossers may be converted to Enduro-type machines at the factory, adding a speedometer, muffler and battery-operated lights. These accessories can be removed easily to make a full-house racer.

The new T5 250cc is a replica of the Adolf Weil Factory Works motorcycle which Weil used in winning the 1968 Saddleback Inter-Am motocross and the 1969 German Grand Prix. The bore of 67mm and stroke of 70mm remain unchanged. But a 5th boost port gives the T5 four more horsepower than the 1969 model.

BAST BALKS AT SCOTTISH SPEEDWAY OFFER

By Dave Lang

Steve Bast, U.S.A. National Class "A" speedway champion, has been offered a team place with crack British League outfit, Coatbridge "Monarchs".

But teenager Steve has turned down the offer, as he is not available until graduation from college in June, 1970. Coatbridge, one of the two Scottish tracks in Britain, needed Bast from the start of the British season, in April.

Bast was recommended to Catbridge's ebullient promoter Ian Hoskins by Bert Harkins, who appeared in California briefly en route to Australia.

Hoskins quickly contacted Steve, who, although reported keen to ride in Britain, stated he would not be available until the start of the 1971 British season.

"We will watch his progress with interest," said Hoskins, from his Glasgow home. "If he maintains his form we'll be back with a bid in 1971."

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PERSEVERANCE PAYS FOR DASCH

By John Blanton

AUSTIN, TEX. Dec. 14, 1969—Riding the crest of a wave of spectacularly good fortune, the Austin Moto-Cross Park season continues to see more beautiful weather with each meet as fall turns into winter. Seventy-six entries were signed up for the Sunday the fourteenth event, and first to the starting line was the 125cc Junior class for beginners.

The Junior competition was never in doubt as Jack Hicks (Penton) won the three heats by a great margin. So clear-cut was the outcome that Jack should voluntarily advance himself to the Senior division for the next meet. Second with three seconds was Clifford Vrandenburg (Yamaha), and third was the previous class winner James Sloan (Kawasaki), with a third, a fourth and a fifth.

Gary Bigley's monopolization of the 125cc Senior class seemed unassailable until the third heat when Perry Lorenz (Penton) came around first on the opening lap, but presently Gary brought his Yamaha up and kept his reputation intact. The man who has shown that he can beat Gary, Bennie Campbell, ran far back in the first heat and soon dropped out, his Yamaha obviously ailing. Benny Garrett (Bultaco) finished second overall, and Austin Motocross Park owner George Parks finished third overall riding a Yamaha. Lorenz finished fourth despite taking second in the third heat.

Bigley's Yamaha team-mate, Jack O'Leary, Jr., made it two for the team in the 250cc class, as he repeated Gary's performance. This two-man racing team, riding out of O'Leary Senior's Austin Yamaha sales, has posted a similar string of stunning victories in months past, and their key seems to be determination and thorough preparation. They ride with exceptional skill, and their Yamahas never seem to falter. Barring an accident (rare) or an unusual adversary, they clean house wherever they go.

O'Leary's closest competition, Robi Holbert (Ossa) and Bill Kasson (CZ), fought a close duel in the first heat until Bill crashed. Robi did likewise in the third heat but finished eighth to take second overall. Carlos Ramirez was third overall on an American Eagle, having finished three, seven and three. Fourth was Scott Robinson on a CZ.

Ramon Dasch seemed destined never to see victory in the Open class, for he spent the first two heats dogging the heels of Gayle Bradley. The CZ riders were closely matched, and neither could do much about the ten yards separating them. However, in the last heat Bradley's fortunes failed him, and Dasch took first overall after finishing behind Pat Rogers (Husqvarna). Bradley placed fifth in the heat for second overall, and Rogers was third overall. Joe Rachel on a Maico was fourth overall.

Next Austin Motocross Park meet is January 11. By then the District 19 (Texas) AMA sanctions will have been issued (at the AMA meeting in Austin on January 3rd), and the 1970 schedule will be firmed up. Watch for a report on the results of the AMA meeting early in January.

(Results on page 37)

Gayle Bradley (CZ) leads Ramon Dasch (CZ) through the treacherous dips at Austin Motocross Park in the first Open class heat.

Kring Hulas To Hawaii Win

HONOLULU, HAWAII Dec. 21, 1969 – Loafing to an easy victory, Arne Kring won yet another international motocross by out pointing Bengt Aberg in the Hawaii International. The two Husky riding Swedes were followed by Roger De Coster and Jiri Stodulka both on CZ.

Russ Darnell was first American and fourth overall ahead of local riders Tom McCraine (Maico) and John DeSoto (CZ).

A crowd of over 10,000 was treated to three 20 minute motos with the European riders. The course was very scenic and near the seashore. Russ Darnell described the 1.2 mile track as difficult but a little too dusty for his liking. He said that it was similar to some of the French courses he has raced on.

The winning Swedes lapped no one in the first motos and it is reported that one even stopped long enough to accept a soft drink from a bystander and rode half a lap with a drink in one hand. In the third moto it was show time and Kring and Aberg really fired up lapping everyone but the third and fourth placers.

Some of the Europeans raced in Hawaii last year and they as well as the mainland riders seemed to be impressed with how much the islander motocrossers had improved.

(Results on page 37)

DEADMAN'S POINT

A new jump in the middle of the straight gave the Deadman's Point racing crew a new toy to play with.

Everyone likes to loft the wheel in the air when the checkers come out.

HUSKY WINS

Husqvarna dominates 1969 INTER-AM Motocross

Hakan Andersson Torsten Hallman Chris Hammargren Arne Kring Bengt Aberg ('69 500cc World Champion) Lars Larsson Gunnar Lindstrom

The 1969 Inter-Am Series turned out to be almost a re-play of this year's 500cc World Championship Series. Once again Husky riders Arnie Kring and Bengt Aberg dominated the action, just as they had in World Championship Grand Prix's all season.

Arnie Kring, who was narrowly beaten by teammate Aberg for the 500cc World title, proved his mettle with a brilliant Overall victory for the entire Inter-Am Series. Kring finished the last event just like he started the Series; in first place. He was the winner at Pepperell, Cold Creek, Westlake Village, Salinas and Saddleback.

World Champion Aberg also acquitted himself well, riding his Husqvarna to 2nd Overall for the entire Series and chalking up wins at Larue, Elkhorn, Salem and Carlsbad.

Quick and consistent riding by the rest of the Husky team (including Chris Hammargren, who won at Copetown, Ontario) accounts for the staggering fact that Husqvarna won 4 of the first 6 Overall Winners in the 1969 Inter-Am Motocross Series.

Here's the record

Pepperell, Mass. – 10/19
1st Arne Kring – Hus.

Larue, Ohio – 10/26
1st Bengt Aberg – Hus.
2nd Arne Kring – Hus.
4th Torsten Hallman – Hus.
5th C. Hammargren – Hus.

Copetown – 11/2
1st C. Hammargren – Hus.
2nd Arne Kring – Hus.

Elkhorn – 11/2
1st Bengt Aberg – Hus.

Colorado – 11/9
1st Arnie Kring – Hus.
2nd C. Hammargren – Hus.
3rd Gunnar Lindstrom – Hus.

Salem – 11/9
1st Bengt Aberg – Hus.
3rd Torsten Hallman – Hus.

Westlake – 11/30
1st Arne Kring – Hus.

Salinas – 12/7
1st Arne Kring – Hus.

Carlsbad – 12/7
1st Bengt Aberg – Hus.
2nd Torsten Hallman – Hus.

Saddleback – 12/14
1st Arne Kring – Hus.
2nd Bengt Aberg – Hus.
3rd Hakan Andersson – Hus.

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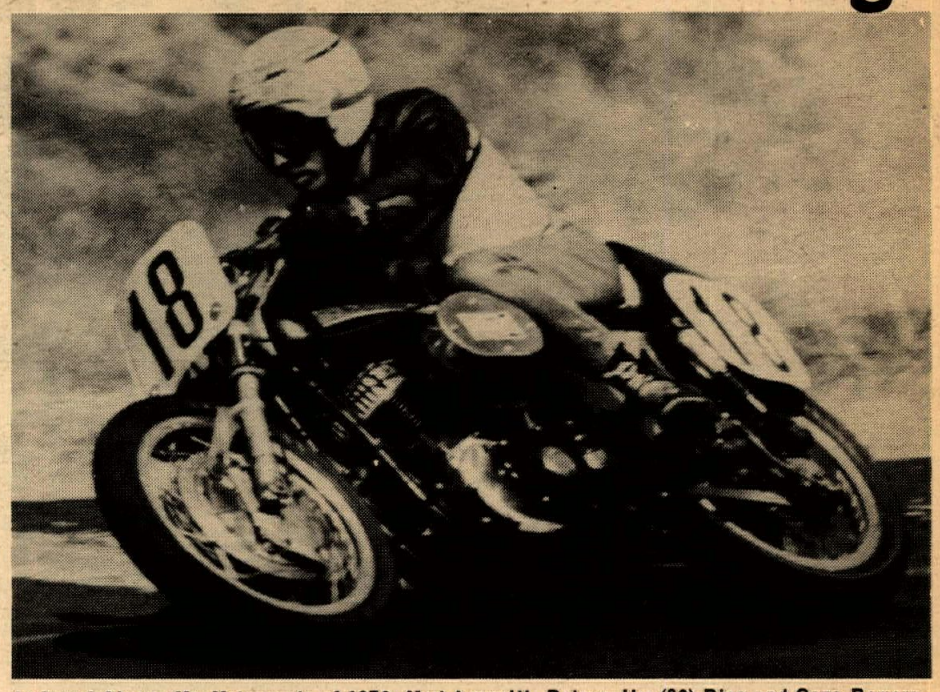
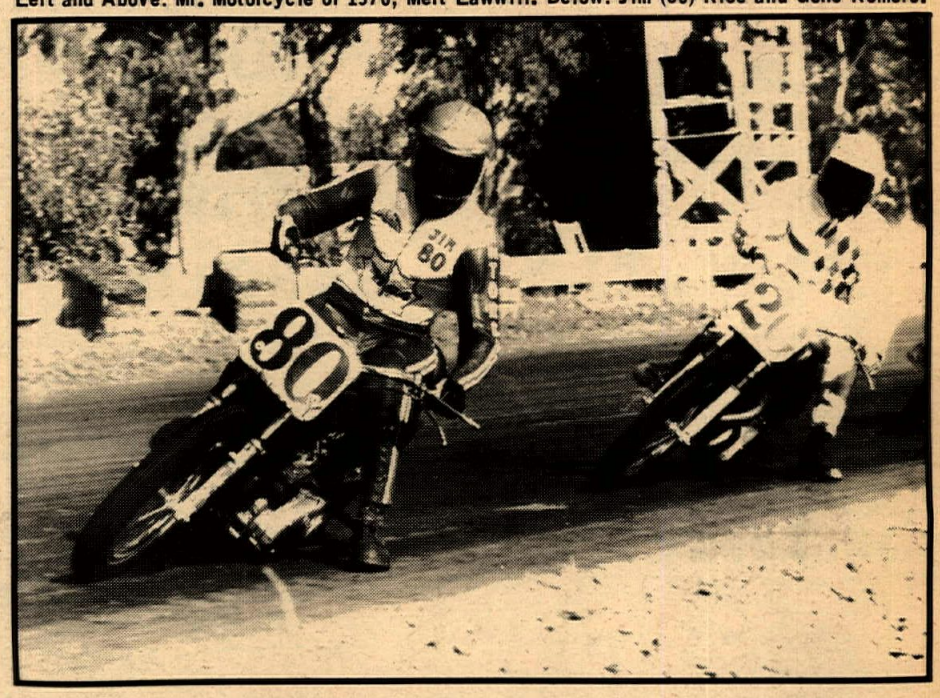
California Dominates Final National Point Standings



Left and Above: Mr. Motorcycle of 1970, Mert Lawwill. Below: Jim (80) Rice and Gene Romero.



By Dewitt Thuett

California riders dominated the National scene in all categories and recorded one of the greatest sweeps over by an individual State. Thirteen of the top twenty places in the final standings fell to the riders from the Golden West.

This included the top three positions in the standings, and six of the first ten point fund paying positions. In addition, the Californians won more than half of all the Nationals with a total of fourteen wins to their credit.

Eighty-one professional riders managed to score points in the '69 AMA national races this past season. The great majority of riders that did obtain the select points only scored in a single event.

Although there was a record amount of Nationals, the points become harder to obtain due to the refined equipment and the obvious ability of a select group of riders that compete in more than one National event per year.

Due to the way the AMA chooses to issue National numbers, more than a third of the top twenty riders in the final standings were not carrying one of the ninety nine National digits. Seven riders that scored in the top twenty rode with District numbers.

Seven of the top ten riders won at least one National event. New Champion, Mert Lawwill, won the most with a total of four. Three riders within the top ten, Gene Romero, Gary Nixon and Ron Grant, failed to win an event.

Romero entered all the Nationals, Nixon was sidelined just after the mid-season point with a broken leg and Grant competed in road races only. Grant was the only "Specialist" to finish in the top ten. He entered four road race Nationals and had a high finish in three.

In the top twenty for 1969 were four first year rookie Experts. All four were from California. Mark Brelsford, Jim Rice, Ron Pierce and Tom Rockwood were the only four first time Experts to climb to the top 25% of the point ladder. Rice led the rookie crop with three National wins but did not manage to finish in the top ten. Brelsford won a single National to finish in 8th.

Pierce and Rockwood competed on the circuit on a part time basis to finish 15th and 16th. Brelsford scored all of his points on Harley-Davidson, Rice on a BSA, Pierce on a Yamaha and Rockwood on Yamaha, Triumph and BSA.

Three riders managed to win National finals but did not finish inside the top twenty. Eddie Wirth (23rd), Skip Van Leeuwen (25th) and Ronnie Rall (29th) were the three. Wirth rode in the majority of the events while Van Leeuwen stuck mainly to the TT's. Rall appeared to ride whenever the mood struck him.

At least 25% of all the National numbered riders failed to finish in the top twenty. Another 25-35% of the national numbered riders failed to score even a single point in National competition. Quite a few never entered a single National event.

Much has been said lately concerning the National number system and how a rider obtains one of the ninety nine numbers. A new rule, that will apply in '70, states a rider must score at least one National point to retain a National Number for the following year.

In the past National numbers have been handed out with more consideration given to the location of a rider's residence rather than his ability. The object has been to sprinkle the numbers around the country, which has more often than not proved embarrassing to a local hot-shot that tries National racing aginst the full time professionals.

There has long been a complaint, for a still unfounded reason, that California has too many National numbered riders. Yet California has more licensed riders than any other state, has more riders in the top ten and twenty in the standings, wins more Nationals than any other state and has more sanctioned professional events than any other state.

It is also well known that when California riders tour to other states, the crowds are greater because of their presence. Does it really make any difference where a rider comes from? If a rider has the ability he deserves a National number, if the National number system is to really add stature to the overall professional racing picture.

Another new rule, effective in January, will not allow any first year Expert fresh from the Amateur ranks to have, or be issued, a National number. It appears to be a move in the right direction as nine out of ten first year rookies never make the grade, the first year, or any other year.

The AMA also has stated many times that only the #1 has any meaning with regards to a riders ranking or standings. Yet, it is nearly impossible for a rider to obtain a single digit National number without first having a two digit number.

There is also an argument that ninety nine National numbers are too many. There are really not ninety nine top ranked riders in America, or for that matter, the entire world. This idea seems to have a lot of merit.

It has also been mentioned that the National numbers, at least the top ten, each year should be assigned to the riders that finish in the top ten. This way the fans at all of the races would know where a rider finished in the standings the previous year. This method is used in car racing by most associations.

The first year with an Expert rating is the most difficult for a rider. In his Novice and Amateur seasons, he is riding with riders of equal ability. Move that same rider to the Expert class and he is racing against men with many years experience. National numbers were originally meant for riders of proven Expert ability. Only four first year Experts proved in '69 that they were really ready to ride on the National circuit with the seasoned veterans. Amateur competition is never really strong in large numbers. Novice racing is even less demanding.

It is usually difficult to explain to new fans how and why a rider obtained a "National Number". To date the entire system leaves much to be desired. Hopefully, with the change in the National points scoring system, rider selection will also improve.

California placed thirteen riders in the top twenty, Michigan placed one, Maryland two, Illinois, Oklahoma and Canada, one. Numbers should be assigned by points scored rather than by brand or Who-You-Know.

To the many riders that scored points without benefit of a National number, it will be good to know that a National number does not pay any extra money or really make you go any faster – or slower. Carry a National number and you are expected to go faster.

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The sons and fathers of the Southern California Mini Bike and Kart Association pose for a family portrait on the starting line.

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Jeff McPherson comes up from behind to take 3rd in the 12-14 year olds' class.

Season's Greetings from the HODAKA People

Slo-Pokes Race Against Time & Terrain

By Dawn McManus

Lucerne, California was the site of the recent Slo-Poke Enduro, so named not as an indication of the pace, but because it was sponsored by the Slo-Poke Motorcycle Club of Napa, Calif.

The Nov. 30 Enduro coincided with the long Thanksgiving Day weekend. It attracted over 600 entrants from all over Northern Calif., including a few members of the fairer sex. Many riders camped near the start the night before, presumably to have their bikes all set for "go" and to be fresh for their starting times. Bonfires warded off the chill for those encamped and provided a cheery atmosphere for the long night's wait.

The race against time and terrain started at 8 a.m. It was a cold morning and ice was on the grounds as the riders flexed their muscles and made last minute checks on bikes for the ordeal ahead.

Challenging was the course, with a lot of downhill riding and icy patches that the sun didn't get a chance to melt. The 120 mile run, according to information from the Bultaco of Fremont team, was well laid out and the event itself well organized. Sunday evening found some riders still out and it was about one a.m. by the time the last man struggled in. The test of muscle and stamina caused some to spend another night and put off their homeward trek until Monday, when it was easier to put their weary bones in gear. It was a fine Enduro and everyone seemed to have a great time.

105 Racers Appear For Mini National at Saddleback

Story by Dennis Greene Photo by D.G. Studio

Determination's in that little leader's expression as the young racers zip around the track.

ORANGE, CALIF. Dec. 21, 1969 – The Southern Calif. Mini Bike and Kart Association held its National Championship Scrambles at Saddleback Park this past weekend. And although the sun did not come out all day, there still was a warm glow provided by the bright enthusiasm of the kids that had gotten together to compete in no less than forty events.

Only eleven short months have passed since this Association was formed, and Growth has been its middle name.

The Saddleback Park owners saw the need to have a safe place to ride for the little guys, who up to this time had to subject themselves to the perils of the faster motorcycles. So, over a year ago the management set aside an area for minibikes only.

From the first minibike event with just 19 riders, the number of participants grew to 105 in this year's National Championship.

The S.C.M.B.K.A. had the foresight, too, not only to set up its rules to govern the age of the riders, but the size of the machines that the different ages can ride. The ages and bike sizes start at six years old, with bikes from 1 to 3 H.P. and run all the way up to the rip old age of fourteen with 7 H.P. or 125cc mounts.

The types of bikes there ranged from Bonanza, Powell, Maverick, Taco, Honda and Zebra, to some that only the owners could name. But all bikes conformed to the size and H.P. specified by the association.

The time trials got the show under way with each rider getting his chance to set fast time on this 1/4 mile left and right up and down hill scrambles course. Then came the first of three motos for each of the ten classes.

One of the rules states that at no time will they start more than fourteen riders at a time for safety. This adds a few more events and gives the riders a better chance to earn those all important points.

Safety is rule one; boots and helmets are required as well as good sportsmanship.

This end of the sport is for the whole family. And what better pit crew can a boy have than his own father and mother. Girls also compete and are looking forward to becoming Powder Puffers. In addition, there is a class for dads, and the kids are right in there to pit rotting for them, even if the dads are slower.

Just like in little league baseball the mothers give the OK to race. One very enthusiastic mother of a mini racer from Concord, Cal., brought her boys down along with seven more junior racers and ten of their little fans.

The upcoming season will see at least one point race a month at Saddleback, with other events held at Dead Man's Point.

If a minibike is on the top of your youngster's Christmas list and good old dad comes through, he might look into the program set up at Saddleback by the Southern Calif. Mini Bike and Kart Association, whose next event will be on the 11th day of January 1970.

(Results on page 37)

Who says I'm too big for my bike?

A little fatherly coaching goes on before Jeff Ward #114, runs away with a 1st in 6-8 year old class.

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Living in Redondo Beach, Cal., where he conducts a business under a sign which reads: "SOUTH BAY MOTORCYCLES," is a thirty-five year old native of Czechoslovakia who might just as well be operating beneath a sign reading: "Decent People Make the Best 'Cycle Racers...!" The man's name is Joe Kubicek, a man concerned with creating a good image for 'cycling.

Coming to the United States in 1964, Kubicek, who is soon to become a citizen of this country, brought a wealth of information about motorcycle sport. He had been a competitor, and come from a land where it was not at all unusual for 100,000 spectators to witness a motocross racing event. And what was most important, he realized that outlaw clubs, the toughs, had no claims to stake in the domain of a gentlemens' two-wheeled combat.

With this belief Joe, who is now the most successful dealer in this country of American Jawa and C-Z products, decided just what had to be done. Not only did he train the 1968 United States speedway champion, Rick Woods from Huntington Beach, Cal., but he also coached many of our finest racers through slippery corners at about ten miles an hour faster than anybody else.

Almost overnight, a large segment of the American riders were becoming an outright threat to the best of the European racers.

Finally, in October of this year, Kubicek saw a dream come true as his protege, Rick Woods, met and whipped a couple of speedway riders who had no other credentials between them, other than holding a combined total of eight years of world's championships.

Joe's intuition had been rewarded. Our riders could meet and beat the finest in the world, and there wasn't a creep among the bunch of them.

As a matter of fact, you'd probably be amazed at the thrilling, showmanlike program that keeps bring the racing fans back time and again to Ascot Park. But one thing for sure, if you find yourself at the next motocross event on December 28th, you just might remember Joe Kubicek – the man who felt that he had something to offer to America.

BUDDY HACKETT GRAND MARSHAL FOR MINT 400

LAS VEGAS, NEV. – The Love Bug has come to the Mint "400". Comedian Buddy Hackett and the Volkswagen "Herbie" will appear in the Mint "400" Del Webb Desert Rally's giant parade during "Race Week" in Las Vegas. The $50,000 event, considered to be the "Indy 500" of off-road racing, will take place March 22-24, 1970.

"We are pleased to reveal that Buddy Hackett will serve as Grand Marshal for the colorful Mint "400" parade", said Mint Hotel Vice President, William G. Bennett. Hackett and the Volkswagen carved an indelible name for themselves with their antics in the recent Walt Disney picture, "The Love Bug".

The Mint race has attracted a number of show business personalities in past years including James Garner, Lee Majors and Shecky Greene. Actor Steve McQueen has already entered the 1970 Mint "400" and James Garner will complete barring unforseen picture shooting schedules.

Hackett is a vice president of the Sahara-Nevada Corporation, the Del E. Webb Corporation-owned firm controlling four major Nevada resorts.

McQUEEN ENTERED IN MINT 400

LAS VEGAS, NEV. – "Bullitt" Steve McQueen was among the early entrants in the 3rd Annual Mint "400" Del Webb Desert Rally as entries began pouring into the sponsoring Mint Hotel from around the country.

McQueen, the rugged, handsome actor-racer will be making his first run at the Mint "400". He will pilot a Chevy Blazer under his company banner, Solar Plastics. Solar is one of the automotive products companies owned by McQueen.

McQueen's prowess in the racing field first became known following his daring motorcycle exploits in the movie "The Great Escape", and his tricky handling of a dune buggy in the film "Thomas Crown Affair". He topped both of these "do it yourself" performances by doing his own driving in "Bullitt", putting on film some of the wildest footage ever screened. He has raced on the SCCA circuit and competed in the other major off-road events, the Mexican "1000" and the now defunct Stardust "7-11". More recently, he has been competing in the weekly off-road races at Ascot.

McQueen's well publicized abilities on motorcycles raised speculation as to whether the actor was going to tackle the two-wheel division of the "400" as well. This would now be possible with the new format of the "400" having the bikes running the 400 miles on Sunday, March 22, while the four-wheelers will compete in "twin 200's" on Monday and Tuesday.

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DIST. 37 MOTOCROSS
Bay Mare, Cal.
Dec. 21, 1969

125 JR. DIV. I
Dan Armstrong Yam
125 JR. DIV. II
Bill Payne Yam
John Miller Sac
125 AM./EX.
Jim Dawson Yam
Larry Shoemaker Yam
250 JR. DIV. I
Rick Norris Mon
John Pavich Yam
250 JR. DIV. II
Rick Blum Yam
Robert Rose Hus
250 AM./EX.
Steve Bast Bul
Bob Maynard Yam
500 NOVICE
Terry Bilton Mai
Ron Bun Mai
500 SR.
Mike Chamberlain Mai
Joe Veillon Mai

PROSPECTOR'S EUROPEAN SCRAMBLES
El Mirage, Cal.
Dec. 21, 1969

500 AM./EX.
Jim Martino Hus
Doyle Fields Tri
Steve Kirk Mon
Tom Maxwell Hus
Dusty Coppage Tri
George Walker Hus
Joe Kulek C-Z
500 NOVICE
Ken Westen Mai
Dennis Grissom Mai
Clifford Barar Hus
Dick Fichtner C-Z
Dan Peterson Gre
SIDE HACKS
Ken Meter/ Darrell Meter Gre
Ralph Whitney/ Gary Purove BSA
LTWT. AM./EX.
Al Baker Yam
Mike Patrick Yam
Phil Bowers Yam
Tom Muto Hus
Tom Schmid Bul
Gary Westergard Bul
Roy Knight Yam
250 NOVICE
Wayne Garrett Yam
823 -
R. Dahlquist -
Gene Moffett Bul
Gerald Roberts Bul
Tom Crim Sac
Russ Shaw Yam
100cc NOVICE
Terry Clark Kaw
K.A. Bucksdan Hod
John Coots Pen
Mark Rader Hod
Corkis Brooks Hod
Alan Peppel Hod
Steve Fortiner Hod
Tommy Brooks Hod
100cc NOVICE
Ken Warner Sac
Carl Sommers Yam

BUSHMASTERS EUROPEAN SCRAMBLES
El Mirage, Cal.
Dec. 21, 1969

100 NOVICE
Ken Warner Sac
Kelly Sullivan Hod
Jeff Thorpe Hod
100 AM./EX.
Terry Clark Kaw
Jack Morgan Hod
Jeff Wright Hod
250 NOVICE
Wayne Garrett Yam
Gene Moffett Bul
Terry Wells Bul
250 AM./EX.
Phil Bowers Yam
Al Baker Yam
Shorty Raudman Hus
OPEN NOVICE
Layman Gattis Hus
Ken Ratzloff Mon
Chuck Petty Hus
OPEN AM./EX.
Rich Thorwaldson Bul
Larry Bergquist Bul
James Martino Hus

SCRAMBLES
Woodland, Wash.
Dec. 14, 1969
By N.A. Williams

100cc TROPHY DASH
Gary Kapus Kaw
A MAIN
Gary Kapus Kaw
Don Blatchford Kaw
Ricky Graves Kaw
B MAIN
Don Smith Suz
Bill McVay Hon
C MAIN
Bill Keyser Bri
200 TROPHY DASH
Gary Kapus Kaw
A MAIN
Walt Pries Bul
Sig Christenson Kaw
Keith Forsythe Kaw
B MAIN
Neal Hulet Hon
Bernie Wheeler Yam
C MAIN
Jerry Calahan Yam
D MAIN
Vernon Schultz Kaw
250cc TROPHY DASH
Chuck Joyner Bul
A MAIN
Ed Hermann Bul
Chuck Joyner Bul
Bob Wright C-Z
B MAIN
Len Wells C-Z
Ron Smith Bul
C MAIN
Fearnon Smith C-Z
360cc TROPHY DASH
Ed Hermann Bul
A MAIN
Chuck Joyner Bul
Ed Hermann Bul
Bob Wright C-Z
B MAIN
Stan Gaunt Yam
Mark Leslie Suz
C MAIN
Bob Smith Hon
OPEN CLASS MOTO
Neal Hulet Hon
Ron Olson Nor

HILLCLIMB
Jacksonville, Calif.
Dec. 14, 1969
By Steve Wakeman

100cc UNDER 16
Frank Word Suz
Ron Perry Kaw
Terry Holmgren Hod
100cc OVER 16
Wes Word Suz
John English Sac
Art Thomas
(Home made with Hod. power)
150cc
Don Bobbett Sac
Doug Coffman Sac
Ken Tucker Sac
200cc
Jim Popham Bul
Mike Craig Bul
Dan Dixon Oss
250cc BEGINNER
Bob Bishop Oss
Jack Leroy Suz
Keith Kingslien Yam
250cc EXPERT
Tim Tepper C-Z
Don Bobbett Mon
Dale Osborn Yam
Ken Tucker Suz
500cc
Ken Yarbrough Hon
Darrel Thetford Tri
Ken Dole Gre
OPEN CLASS
Seth Dean Tri
Dick Chambers Tri
Sam Groves Tri

PROFESSIONAL INDOOR RACES
San Francisco, Cal.
Dec. 13, 1969
By Bill Spencer

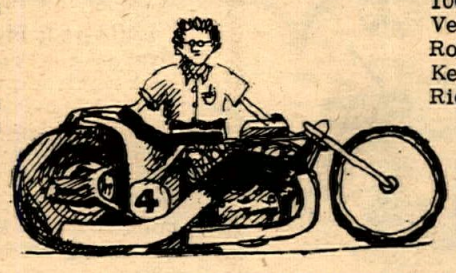
SEMI NO. 1
Jim Rice BSA
Al Kenyon Bul
George Carter Yam
Mark Brelsford H-D
SEIMI NO. 2
Gene Romero Tri
Terry Sage Bul
Ralph Waldemann Tri
Bill Jamison Hon
TROPHY DASH
George Carter Yam
Jim Rice BSA
Greg Hodges Suz
CONSOLATION
Bill Morgan Bul
Karl Triest Bul
Ian McLaughlin Duc
MAIN
Jim Rice BSA
Gene Romero Tri
Terry Sage Bul
Mark Brelsford H-D
Ralph Waldemann Tri
George Carter Yam

SPORTSMAN MOTOCROSS
Austin Motocross Park
Austin, Texas
Dec. 14, 1969
By John Blanton

125cc JUNIOR CLASS
Jack Hicks Pen
Cliff Vrandenburg Yam
James Sloan Kaw
Tommy Eller Yam
Rudolph Junco Yam
125cc SENIOR CLASS
Gary Bigley Yam
Benny Garrett Bul
George Parks Yam
Perry Lorenz Pen
John Nix Pen
Eric Lloyd Yam
250cc CLASS
Jack O'Leary Jr. Yam
Robi Holbert Oss
Carlos Ramirez A-E
Scott Robinson C-Z
Donald Ham Oss
Brent Meeker Kaw
John Houston Suz
Greg. McCroskery Oss
Thomas Connally Oss
J.B. Still Yam
John Stabler Yam
David Stevenson Yam
OPEN CLASS
Ramon Dasch C-Z
Gayle Bradley C-Z
Pat Rogers Hus
Joe Rachel Mai
Bill Allaway C-Z

BLUE MTN. HARE AND HOUND
Herminston, Ore
Dec. 14, 1969
By Jeanne Friestman

250
Cris Akerblade Suz
FIRST OVERALL & 15 YR. OLD & UNDER)
Joe Corder Bul
Lyn Omohundro –
Ron Jennings –
OPEN
Gene Boyer Hus
Mike English Mai
(second overall)
180
Rich Fuller Sac
Lee Simmons Pen
Doug Graves Yam
Dave Friestman Bul
100Fred Durfee Kaw
Vern Simmons
Roger Bucklan
Keith Best
Richard Taft



INDOOR POINT STANDINGS
San Jose, Calif.

1. Mark Brelsford, San Bruno (H-D) 53
2. Butch Corder, Pacifica, (Tri) 28
3. Russ Powell, San Rafael, (Bul) 23
4. Terry Sage, Stockton (Bul) 21
5. Nick Theroux, Pacifica (Hon) 13
6. Chal DeCecco, Saratoga (Tri) 10
7. Jim Rice, Palo Alto (BSA) 10
8. Bill Morgan, San Jose (Bul) 8
9. Geo. Carter, No. Highlands (Yam) 8
10. Gene Romero, San Luis Obispo (Tri) 8

MOTOCROSS
Feather River M.C.
Marysville, Calif.
Dec. 14, 1969

100 NOVICE
Lonnie Foreman H-D
Ron Keeping Kaw
Bill Balmain Sac
Ken Unl Bul
Larry Fly Kaw
125 NOVICE
Bob Moore Sac
Grant Gibbs Pen
Larry Nurz Sac
Ernest Jacks Yam
Gary Denney Sac
Tom Balmain Sac
125 AM./EX.
Carl Cranke Pen
Alex Jorgensen Kaw
Mike McGowan Bul
Joe Pyle Sac
Paul Minor Bul
200 NOVICE
Dan Hack Bul
Mo Thomas Bul
Dennis Holcomb Bul
250 NOV. DIV. 1
Eddie Brown Bul
Hank Lanman Oss
Steve Marsh Yam
Martin Feaner Gre
Ron Elliot Yam
Melvin Byers Bul
250 NOV. DIV. 2
Bill Daprato Mon
Darrell White Bul
Bob Doran Oss
Rodney Salings Pur
250 AMATEUR
Cris Williams C-Z
Phil Jacobson Mai
Dennis Thompson Oss
Bill Trumbell Yam
250 EXPERT
Dick Mann Oss
Carl Cranke C-Z
Roger Smart Hus
Stan Stanton Bul
Robt. Hourstien C-Z
OPEN NOVICE
Roger Kline Hus
Bob Hanson Hus
Ron Peck Hon
Lowell Walace Hus
Craig Goodwin Hus
Bruce Kelley Hus
OPEN AMATEUR
Martin DeVries Hus
Brad Lacky C-Z
Bill Trumbell Yam
Bill Dawson Oss
OPEN EXPERT
Carl Cranke Hus
Randy Lacky Jaw
Bob Haustien C-Z
Red Cadwell BSA
Bill Saltzman Hus
Glen Clinton Mai

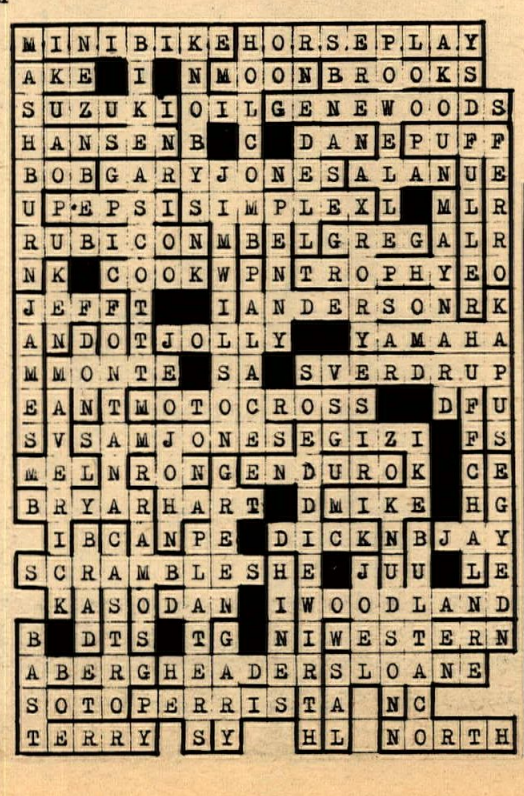
MINIBIKE NATIONAL
Saddleback Park, Calif.
Dec. 21, 1969
By Dennis Greene

6-8 YR.
(1-3 HP)
Bobby Tryon Tac
Kelly Sapp Hom
David Lamb Tac
Clay White Tac
Mike Baker Zeb
6-8 YR.
(4-6 HP)
Jeff Ward Hon
Darren Penrod Hon
Lane Bixler Hon
Russell Bixler Hon
Jay Van Wormer Hon
9-11 YR.
(1-3 HP)
Donald Miller Tac
Ivan Oden Zeb
Bill Keefe Key
Jim Moore Tac
Dirk Fishbush Hon
9-11 YRS.
(4-6 HP)
Brian Baugher Bon
Rod Sibley Tac
Armond DelaRosa Hon
Gene Woods Tac
Greg Lersch –
9-11 YRS.
(7 & OVER HP)
Rod Sibley Ste
Bill Stone Hod
David Henson Tac
12-14 YRS.–
(1-3 HP)
Dirk Fiebush Hon
Scott Doornbos Hon
Stuart Egli Tec
James Baldwin Hon
Robert Friese Bon
12-14 YRS.
(4-6 HP)
Warren Barr Pow
Guy Erickson Zeb
Jeff McPherson Mav
J. Van Breukelen Tac
Jerry Daniels Tac
14 & OVER
(1-3 HP)
John Blain Tac
Ron Altebury –
Steve Bresin Zeb
Rex Ward Bon
John Conlan –
14 & OVER
(4-6 HP)
Don Wright Hon
Stan Gilbert Pow
Dave Uyehara Bon
Gary Gilbert Pow
Ron Bain Mav
14 & OVER
(7 & OVER HP)
Joe Iacabihi Bon
Bob Willams Hom
Ward Wessels Tac
Bill Barker Bon
Greg Hodges Bon

(Continued on page 38)

MOTOCROSS
Poso Park, Calif.
Dec. 21, 1969
By Jack Light

125cc JR. DIV. I
Ralph Crabtree Yam
Randy Piepkorn Yam
Dan Summerlin Yam
Ray Byers Sac
Leroy Cushaway Bul
Vincent Clark Hod
125cc JR. DIV. II
Ed Brown Bul
Phil Taylor Mai
Ricky Riddle Yam
Larry Greer Hod
Steve Foster Sac
Tim Ronsse Sac
125cc SR.
Richard Allen Yam
Rory Muscatell A-E
Glen Lund Sac
Don Bevans Pen
J.D. Bramles Pen
Pete Willis A-E
250cc JR. DIV. I
Ken Bonnefin Hus
Doug Wheeler C-Z
Jim Holmes Hus
Jack King C-Z
Mike Hall Yam
J.M. Morris Hus
250cc JR. DIV. II
Rick Mears Bul
James Holmes -
John Grossini Suz
David Williams Yam
Joe Cushaway -
Steve Muscatel Hus
250cc SR.
Greg Smith C-Z
Carl Nelson C-Z
Ron Miller Hus
Larry Nolan C-Z
Larry Mulock Yam
Carmon Mindex A-E
OPEN JR.
Jim Hessick Mai
George Snider Mai
Phil Taylor Mai
Dale Arrant Mai
Jim Rose Hus
Tim D. Smith Mai
OPEN SR.
Mark Blackwell C-Z
Bill Oliver Mai
Bob Campbell Hus
Tom Smith Hus
Steve Benedict Hus
Dennis Keepe Hus



1 – 33 – 1 – 33 – 1 – 33 – 1 – 33 – 1
ASCOT MOTOCROSS
RIDERS SCHOOL
Ph. 327-1420
Dec. 27 by GARY BAILEY 7:30 a.m.
33 – 1 – 33 – 1 – 33
1 – 33 – 1 – 33 – 1 – 33 – 1 – 33 – 1

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1st Race 10:30
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RESULTS

DEADMAN'S POINT
Apple Valley, Calif.
Dec. 21, 1969

100cc DIV. I
F. Wilsford Jr. Hod
George Spellman Kaw
Jim Hoover Hod
Tony Rogers Hod
100cc DIV. II
Frank Wilsford Hod
Steve Wright Hod
Steve Bebeck Hod
Chris Dawson Hod
125cc DIV. I
Geral Yarbough Bul
Rick Varvel Sac
Tom Stowers Pen
125cc DIV. II
Dirk Wambold Yam
Chuck Bybee Yam
Chucky Woody Yam
250cc DIV. I
Jim Crook C-Z
Steve Smith Bul
Mike Dailey Kaw
250cc JR. II
D. Shearer -
Fred Cox C-Z
Rex Steaton Oss
250cc JR. III
Steven Jackson A-E
Steve Oliver Yam
John Clifton Bul
OPEN JR.
Bill Harris Hus
David Smead Hus
250cc SR.
Ron Petersen A-E
Tom Horton Hus
George Spellman Oss
OPEN SR.
Lon Peterson Mai
Ron Dougan Hus

T.T. & FLAT TRACK
South Gate, Calif.
Dec. 19, 1969
By Dennis Greene

FLAT TRACK
100cc
Bob Sanders Kaw
Ron Williams Hon
Tim Beason Kaw
Mark Revels Kaw
Jeff Aezer Hon
125cc
Scott Autrey Yam
R.M. Williams Kaw
Gregg Evans Yam
Ralph Mulhollana Yam
John Corbett Yam
250cc
Irwin Moon Bul
Phill Moon Bul
Jerry Greer Duc
Mike Curoso Bul
Larry Moon Bul
T.T.
100cc
Ron Williams Hod
Bob Sanders Kaw
Jeff Sefton Kaw
Tim Beason Kaw
D.C. Ralph Hon
125cc
Ralph Mulhollana Yam
Gary Hardin Yam
John Corbett Hod
Tom Flynn Yam
Walter Alsen Yam
250cc
Irwin Moon Bul
John Killman Duc
Joe Joines Bul
Paul Kastriaks Bul

AMERICAN MOTOCROSS TEAM DONORS from Dec. 12, thru Dec. 17, 1969
Jerry D. Boyd, California
David O. Mehler, Missouri
Perry Pickering, California
Mike Springer, Indiana
Dr. C.C. Godbey, Washington
Lek von Kaesborg, California
N.O. Price, California
Daniel L. Wilfong, Mexico
Kirk Ross, Texas
Roger von Kaesborg, California
Jack Nichols, Texas
Mr. & Mrs. Leonard, California
Alfred Phillips, California
Cameron V. Cranens, Indiana
Sgt. Rbt. L. King, California
Tom Sullivan, West Virginia
L. Elliott, Washington
Craig Larson, Colorado
Robert J. Groh, California
Kenneth A.J. Algavizs, New Jersey
Peter Gise, California
Thomas Yourous, Massachusetts
James Groves, Ohio
Dan Splichal, North Dakota
R. Silver, Washington
G.A. Mullen Jr., Pennsylvania

HAWAII INTERNATIONAL MOTOCROSS
Dec. 21, 1969
500 INTL. CLASS
Arne Kring Hus
Bengt Abert Hus
Roger DeCoster C-Z
Jiri Stodulka C-Z
Russ Darnell Hus
Tom McCraine Mai
John DeSoto C-Z
Bill Silverthorn Hus

CMC MOTOCROSS
Carlsbad, Cal.
Dec. 21, 1969
100cc JUNIOR
L. Pfutzenrever Bul
Mark Rick Hod
Ron Bailey Sac
125cc JUNIOR
Randy Myers Bul
John Barclay Pen
Bill Collins Yam
125cc JUNIOR
J. Beachamp Sac
R. Brass Yam
S. Stone Yam
OLD MEN
John Seibrandt Gre
J. Midget Bul
Yale Camp C-Z
250cc JR. – 1
Mark Nohr Mai
Bill Leavitt Hus
Dave Smith Hus
250cc JR. 2
Brad Brown C-Z
Jim Lewis C-Z
Randy Rodriguez C-Z
500cc JR.
John Siebrandt Gre
Don Freitas Mai
Al Anders Bul
EXPERTS 125
Eric Crippa Sac
Mike Pritchard Bul
Bill Urban Bul
EXPERT 250-500 COMB.
Jim West AJS
Jim Wilson Gre

TEAM RACING
Perris, Cal.
Dec. 13, 1969
By Elaine Jones
100cc RELAY
Marty Davis Kaw
Jim Howerton Kaw
Doug Mason Kaw
Bob Weeks Kaw
Larry Cook Yam
Sal Paluso Hod
125cc RELAY
Don Walters Yam
Greg White Yam
Paul Lambert Sr. Yam
Doug Mason Kaw
Paul Lambert Jr. Yam
Larry Schwimmer Yam
OPEN RELAY
Toby Stanford Bul
Mike Myers Yam
Dennis Creason Bul
Chuck Davis Suz
Carl Byers Yam
Gayle Calhoun Yam

MOTOCROSS
Orondo, Wash.
Dec. 14, 1969
By Jerry Prey
125 CLASS
Harry Taylor Hod
Jim Pomeroy Yam
Mike Welsh Pen
250 CLASS
Doug Munson Hus
Bill Vermilye Bul
Rick Poulin Mai
OVER 250
Bob Budschat Duc
Burt Iler Hus
14 YRS. & UNDER
Curt Brewer Yam
Mike Budschat Sac

TT SCRAMBLES
Perris, Calif.
Dec. 21, 1969
By Maureen Lee

SIDEHACK
Jim Moffitt
Jim McNeal BSA
Dave Roesch
Tom Ridyard H-D
Tony Masella
Karl Kadan Mon
Ray Prettyman
Steve Volnec Kaw
50cc MAIN
Steve Herrera Yam
Kurt Lewis Yam
Larry Lewis Yam
John Kavanaugh Suz
Don Alfred Mon
100cc NOV. MAIN
Bill Dobbs Kaw
Marty Davis Kaw
Jeff Sexton Kaw
Bob Brooks Kaw
Wayne Whisenant Yam
125cc NOV. MAIN
Mike Myers Yam
Jon Mudd Yam
Steve Mudd Bul
Jim Tablec Yam
Randy Bailey Yam
250cc NOV. MAIN
Not Available
OPEN NOV. MOTO
Andy Hernandez Nor
Frank Close Tri
Mike Boyle BSA
Ralph Porzelt Tri
Dick Saddler Tri
Mike Kavanaugh Tri
500 NOV. MOTO
Ralph Porzelt Tri
Charles Tidwell Mai
Wayne Rutledge BSA
Steve Lowell Mon
Jerry Thomason Tri
100cc AM. MOTO
Bob Sanders Kaw
Scott Sivadge Kaw
Kirk Redding Kaw
Dan Daigh Suz
Barry Both Hod
250cc AM. MOTO
Bob Greenstreet Bul
Tom White Bul
Chet Burt Bul
Ron Ringen Kaw
Randy Ellis Bul
OPEN AM. MOTO
Art Amarillas Tri
Perry Armstrong Tri
Fred Corley Tri
Greg Feeney Nor
100cc EX. MOTO
Doug Mason Kaw
Gary Scott Kaw
Troy McKee Kaw
Rich Gilchrist Yam
250cc EX. MAIN
Gary Scott Bul
Ron Moore Bul
Eric Olesen Bul
Devon Sowell Bul
Danny Hockie Oss
OPEN EXPERT MOTO
Terry Dorsch Tri
Mike Posey Tri
Dick Allen Tri
Terry Moriary Tri
Tom La Fortune Tri
125cc AM./EX. MOTO
Rich Sanders Bul
Gary Scott Bul
Paul Lambert Yam
Ron Lambert Yam
Gary Jones Yam
175cc AM/EX MOTO
Bob Hardison -
Jamey Blunt Oss
Ed Steffen Yam
Bruce Wing Mon
Fred Wing Mon
200cc AM/EX MOTO
Larry Hardison Bul
Bob Saunders Bul
C. Soderestrom Bul
Steve Pondexter Bul
Mike Little Bul
Dennis Voll Bul
350cc AM/EX MOTO
Bob Greenstreet Bul
Bob Rudd Hon
Bryan Shannon Hon
Andy Skeel H-D
Jon Wells H-D
500cc AM/EX MOTO
Gary Jones BSA
Jim Connolly Gre
John Rice Hon
Chuck Wheat Mai
DeWayne Jones Duc

TRAILBLAZERS HARE SCRAMBLES
Reno, Nevada
Dec. 7, 1969
By Bob Caudle
FIRST OVERALL (HEAVYWEIGHT)
Carter Robins Tri
FIRST OVERALL (LIGHTWEIGHT)
Bob Sorenson Bul
100cc NOVICE
Ken Kendziorski –
Ron Keeping Kaw
Don Ertz Yam
125cc NOVICE
Roy Tillis Sac
Loren Olson Sac
Don Rudd Pen
Bill Hammer Pen
Don Emerick Yam
John Cave Yam
125 AM./EX.
Mike McGowan Bul
Carl Cranke Pen
200cc NOVICE
Harry Wolfley Hon
T. Green –
Greg Freemonth Yam
John Hutchings Yam
Nevin Nyswonger Yam
250cc NOVICE
Barry Jorgenson Bul
Frank Showers Gre
Tom Kelly Yam
George Cassials Yam
250cc AM./EX.
Roger Smart Hus
Mike Waltkamp Yam
Jim Darrah Bul
360 NOVICE
Richard Urie Mai
Richard Drake Mon
Gary Ceragioli Bul
Leroy Kay Mai
OPEN NOVICE
Tom Eastman Hus
Don Olson Tri
Larry Gower BSA
OPEN AM./EX.
Bob Keys Hus
Dave Westwood C-Z
Rod Brazil Tri
Robert Duncan Hus
CLUB TROPHY
Dirt Diggers North

MOTOCROSS
Altamont, Calif.
Dec. 12, 1969
125 JUNIOR
John Hodd Yam
Cliff Johnson Yam
Marvin Remakel Yam
250 JUNIOR
Bill Smith C-Z
Elmer Johnson Pen
Bob Torni Yam
Robert Doran Oss
OPEN JUNIOR
Robie Morrow Hus
Bill Smith C-Z
Mike Zura Mai
Kriss Mellon Mai

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Ocotillo Wells, Jan. 17 - 18, 1970

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Up to 250cc, Over 250cc
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Plus Trophies

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4 cyls. 6 cyls. 8 cyl. or 4 W.D.
$150.00 Entry Fee
50% To Purse

BORREGO NOVICE 60-MILER
3 CLASSES
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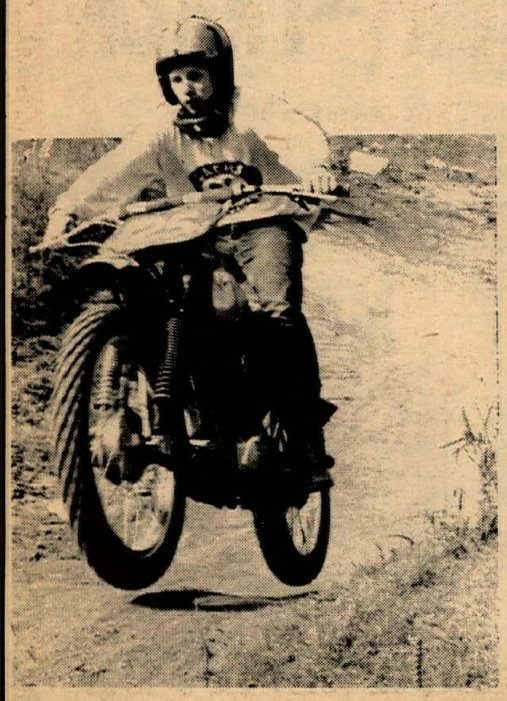
Beautiful "Ring Free" Gold Helmet
Award Trophies
$12.50 Entry Fee



Borrego "300" – 3–50 mile Laps on Sat., Jan. 17, 3–50 mile Laps on Sun., Jan. 18, cycles start at 8 a.m., first cars start at 8:30 a.m. Novice race starts at 2 p.m. Sat., Jan. 17, 3–20 mile Laps.

Starting positions will be as entries received.

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Green Platers

By Elaine Jones

DECEMBER 6 – This about closes out the racing season for 1969. Looking back, the season just finished has been a good one with a whole crop of Novices that will be making some big thunder when 1970 starts.

First off, congratulations are in order to those Novices who have traded their green plates for a yellow (Amateur) one. The first graduate was Bob Sanders, followed closely by the brother-sister act of Richard and Debbie Sanders (who by the way, are no relation to Bob) and Tom White.

All of the Novices deserve applause, but some stand-outs deserve special mention. Mean as it is to categorize people, the following is what I have done:

The "Most Improved" riders are those who have really come on strong from a not-so-strong beginning. They are Bob Greenstreet, Kay Kanaki, Chuck Tidwell, Tim Beason, Mark Revels, Jim Kline, Bill Dobbs, Rob Morrison, Walt Foster, Richard Draudt, Jim McKay and Bruce Yoakam.

The "Most Consistent" riders are those who are always in the top standings and earn their wins the hard way. The list is a big one but it proves that the caliber of riders is high and the competition tough. Here they are: Bruce Prior, Wayne Whisenant, Boyd Mason, Larry Stapleton, Rodney Parsons, Keith Miller, Dennis Creason, Jon and Steve Mudd, Dan and Craig Johnson, Toby and Tom Stanford, George Gillespie, Davey Davis, Steve Tinsley, Skip Gallager, Doug McIntyre, Ron Bourbonnais and Jim Howerton.

"The Winningest" riders have proven by consecutive wins to be the rulers of the roost in their classes so much so that they attained a Perris Amateur rating. Bob Kline has to head the list as he has nine consecutive wins to his credit. Bob Greenstreet, Bill Dobbs and Rob Morrison each have four. These guys have had no trouble finding a slot in the Amateur-Expert Class and have gone on to prove that they can hold their own.

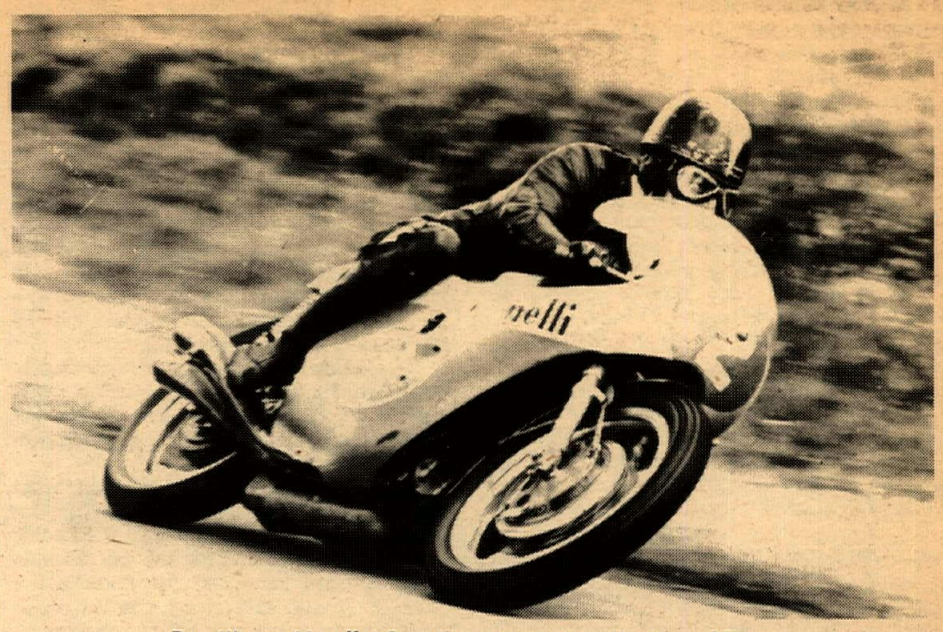
Then there are the dudes who can go like blazes if they hold together long enough, (not only their machines but their bodies). John M. has faired better than most as only his machine gave him him fits. Mark Bailey on the other hand, along with his brother Lance, spent time in the hospital with various broken bones and then when they started to wail had mechanical problems. Harley Streeter managed to break his collarbone on the same side twice. That's really trying.

Bruce Yoakam and Dan Johnson are a lot alike. They don't ever get seriously hurt; they just fall a lot. Dennis Creason and Steve Tinsley hold the honor of having the hardest heads.

There can only be one "Most Outstanding Rider" and the Novice who comes to mind came out to Perris as a green, green rider who had never been in competition but immediately began winning no matter what he was riding. Not only is he a fine rider but has proven himself to be a fine sportsman. Bob Kline has got to be the one who has done the most outstanding job this season. Congratulations Bob.

Well, Green Platers, I would like to re-dedicate this column to you without whom there is no me. I'm looking forward to seeing you all next year and meeting more. Happy New Year and don't forget all the Experts were once Novices. Go KEEP RACING!

Carruthers, Simons & Ago World Road Racing Champs



Benelli ace rider, Kel Carruthers at speed on 4 cylinder 250cc.

From April to October this year road racers vied for the world road racing championship.

Giacomo Agostini, riding an Agusta, wrapped up the title for both the 350 and 500 class before the series was even completed.

Kel Carruthers ran until the last race in October, and won his title at the Italian Grand Prix on his Benelli.

Benelli signed on the Australian rider Carruthers after their top Italian rider, Renzo Pasolini, was injured. Carruthers and Pasolini are expected to compete on four cylinder 250cc, and 50cc cycles in 1970.

From England, Dave Simons won the 125 class world championship in August while riding a Kawasaki at the West Germany G.P.

CMC KICKS OFF NEW HALLMAN MOTOCROSS SERIES AT CARLSBAD

After a highly successful first year the C.M.C. (California Motosport Club) looks forward to the 1970 season which is hoped to be a year of greater achievements.

The 1970 racing season opens with the HALLMAN TROPHY SERIES to be held at Carlsbad raceway and Fontana raceway. The first meeting will be held at Carlsbad on January 11th.

In this series the Experts will continue to receive prize money at each meeting and Juniors will get trophies. Emphasis is being placed on helping the Juniors without whom there would be no motocross racing.

The first prize will be a 1970 125cc Penton Motocross plus one years sponsorship from TORSTEN HALLMAN RACING. In addition $1,000.00 worth of leathers, boots, gloves, kidney belts and racing shirts will be given to second through tenth places. All are quality products from TORSTEN HALLMAN RACING.

The track at Fontana has been altered and lengthened for daytime use with the rougher sections deleted. The dates for this track are: Jan. 18, Feb. 22 and March 22.

Carlsbad track will retain a similar layout as in the past as the water system dictates a more or less fixed location. The dates for Carlsbad are Jan. 11, Feb. 15 and Mar. 15.

The same rules as for previous series will be used: (A) all classes will race three motos even if large entry makes divisions necessary (B) to qualify for overall prizes rider must compete in four of six events (C) all meetings will be mail entry, entries must be received by CMC five days before race (D) all riders must have 1970 CMC memberships.

Memberships, entries and further information can be obtained from C.M.C., P.O. Box 1402, Costa Mesa, Cal. 92626 or telephone inquiries to (714) 646-3143.

BRIDGESTONE WINS

SCRAMBLES

Sacramento Raceway – Nov. 2nd
100cc Amateur Class:
1st– Jeff Davidson (BRIDGESTONE)

SHORT TRACK

Sprockets TT Scrambles – Oct. 26th
Bakersfield, Calif.
200cc Novice Class:
1st– Don Bailey (BRIDGESTONE)
2nd– Steve Sayler (BRIDGESTONE)

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Photos by Joe Lopez and Terry Pratt

A truck and camper city sprang up over night at El Mirage, Cal. over the weekend. The occasion was not one but two District 37 Desert events. Both were European scrambles sponsored by the Prospectors M.C. and the Bushmasters M.C.

The courses were laid out back to back and had to be called out of sight. In fact, when the wind and dust came up in the afternoon, the course, the riders and even the mountains were out of sight.

Most riders rode both courses and three fellows won their class on both sides of the pits. Wayne Garrett took his Yamaha to the 250 win in both races and Ken Warner did the same on a Sachs in the 100 Novice. Terry Clark chalked up two more wins for his Kawa Van-Tech in the Expert trailbike races.

The Bushmaster's course had a rocky hill with a windy trail down it. Some of the chargers on the first tried to go straight down instead of zig-zagging with the trail but rocks the size of beach balls put an end to that. The traffic backed up and soon there were as many riders as rocks on the slope.

Phil Bowers got that all figured out and knocked off the win in the 250 Am./Ex. race. The Bushmaster's Open Novice go was won by layman Gattis on a Husky.

Rich Thorwaldson aced out fellow Bultaco rider Larry Bergquist in the no-holds-barred Open Expert match.

Across the road on the Prospector's side Jim Martino got past Bergquist when Larry dropped it in a sandwash on the first lap. Whitey went on to win ahead of Doyle Fields riding a big inch Triumph.

Whitey said that the back side of the course had lots of bumps and places to really get skying. He said there were some soft holes to fall into and that he did some "super handstands".

Ken Westen and Dennis Grissom nailed down first and second in the Open Novice thing. Both were riding Maicos but Dennis had to work up from eighth place after the first lap.

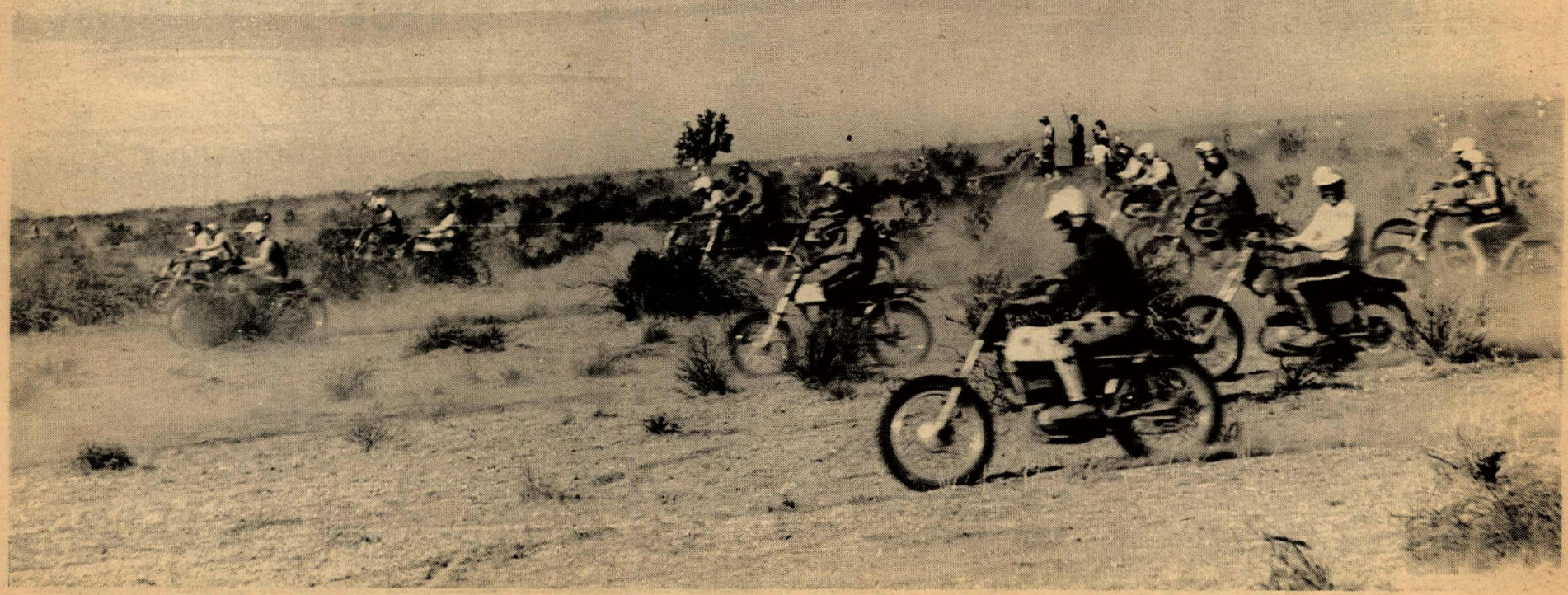
Three Yamaha riders, Al Baker, Mike Patrick and Phil Bowers filled up the first three places in the 250 Expert.

Frustration award for the day goes to Dave Messer who led his 250 Novice race up to the last quarter mile or so when he ran out of gas and had to push to the flag.

(Results on page 37)

Rich Thorwaldson, Open Expert winner on the Bushmaster side, talks it over after a long day in the saddle.

DUSTY DUAL



It was a good weekend for Maicos. Ken Weston toured the Prospector's course at maximum gyrations per minute and earned a 500 Novice win. Another Maico rider, Dennis Grissom worked up from eighth to get second.

ABOVE: The steep rocky freeway through one of the roughest sections on the Bushmaster's course. BELOW: When the narrow path gets jammed some people will try anything to get around.

"And I want you kids to keep your tricycle out of the street from now on."

DESERT DUEL

PROFILE:

By Marvin Morton
Art By B.E.R. Service

An elite and colorful cycle club of the West, The California Rainbows Motorcycle Club, is based in Los Alamitos.

Understandably, President Gerry Mc Kinney is proud of his role as the head man, and he has lots to say about the club and cycling.

This motorcycle club, McKinney began, was founded to provide motorcycling activity that would merit high esteem from the public. To do this, the club participates in civic as well as motorcycle club parades and gives benefits for the City of Hope and the March of Dimes, and the Children's Hospitals.

The club also strives to enhance the motorcycling image by having a clean-cut appearance. The club's uniform consists of a white Bell 500 helmet with a rainbow painted on it, a red vest with a rainbow insignia on the back, a white shirt, a black tie, black pants, and Wellington boots.

The members have also created a good name for themselves among fellow cyclists. During the annual motorcycle run held by the Pacific Coaster Motorcycle club and sponsored by the Chamber of Commerce of Indio, the California Rainbows took the 1968 trophy for the most participation on their run in Indio. The trophy was awarded for their campsite, first place for best dressed club, second place for largest club and second place for best appearing club in the parade. In 1967 this club took the Club of the Year trophy on that same run in Indio.

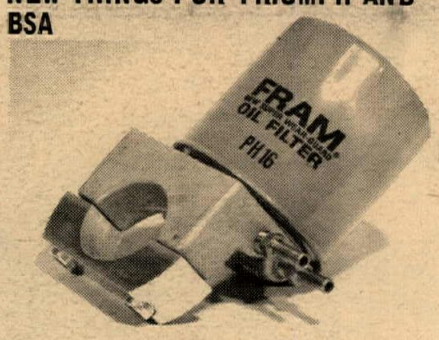
Motorcycling has a different meaning to all who ride. To this club it means

McKinney

getting pleasure from riding on the highway, enjoying the feel of open spaces, being able to top a rise and see new scenery, or getting the feel of the road as you bank through curve after curve.

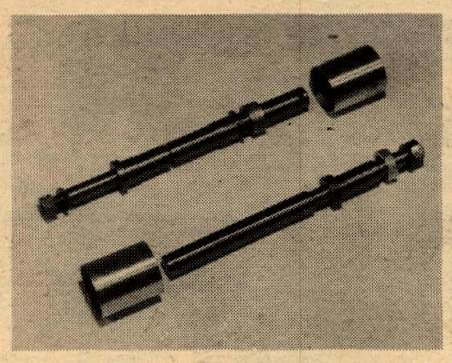
The club is always amused at people's reaction to their members. One lady once remarked that she was really surprised, as she did not know motorcyclists like us existed, Gerry McKinney said. When she saw or heard a motorcycle, she thought of the type that appear in the papers or in the movies – unkempt, rough, rude people. She was so taken with us, that she was going to write her local newspaper and tell them about us. But one of our members told her not to bother because the public wouldn't be interested in good, clean people. She said, nonsense, she knew they would be interested. Well, sure enough, a couple of weeks later the lady came back to tell us we were right. People like us weren't news. Even with all our benefits for the City of Hope, the March of Dimes, and the Children's Hospitals, the good motorcyclists never are read about in the newspaper; the public isn't interested.

NEW THINGS FOR TRIUMPH AND BSA



First, oil filters that work. This oil filter insures a clean, cool oil supply for Triumph and BSA motorcycles. This oil filter assembly is built to fit as the lower bracket when used in conjunction with a Kosman "wedge" oil tank, or can be used with a stock oil tank. This easy to mount filter uses easy to obtain Fram filter elements. Priced at $19.95, including element.

Then there are Ceriani Axle Kits with no machine work, for Triumph and BSA owners who go to Ceriani front suspension and want to use their stock front wheels. These axle kits come complete with all spacers that are required for a



sanitary installation. Requires no lock-tight or any other Mickey Mousing around to install. $12.95 or $13.95, depending on year.

For more information write: Cycle Sport Distributors, 6029 Market St., Oakland, Calif.

THE PHANTOM FRONTIER

Channel 61 of Cleveland aired the popular Alan Douglas talk show on which Douglas interviewed officers of the Cleveland chapter of the Hell's Angels. Closing the discussion, Douglas commented on the motorcycle outlaw, explaining his theory that 'The Hell's Angel," Douglas contended, "is a uniquely American phenomenon."

He described the outlaw motorcyclist as one of the last examples of the frontier type. Conformity set in early in New England, he said, and consequently those that one found on the ever-moving American frontier were the "mavericks, individualists, heroes, psychotics, and nuts." They moved westward because their personalities demanded that they stay beyond society.

Now there is nowhere to go. When the population flood reached the west coast, the eccentric type could no longer physically remove himself from society. Rather, he had to remove himself "within" society by defining his difference through dress and behavior.

The phenomenon, Douglas says, still exists, and to describe it he coined the phrase, "phantom frontier." It may seem odd to place the modern outlaw in the tradition of Daniel Boone, but obviously the forced movement from a real frontier into a "phantom frontier" must cause some significant changes in the type.

"I Love Perris In The Winter!"

By Elaine Jones

PERRIS, CAL. Dec. 13, 1969 – The cold weather has finally gotten to the racers so only a few hardy souls showed up and were rewarded with a full night's program.

A six lap race was used as a guide to set up the pairs for relay racing. Depending on the way the rider finished in the heat he was paired with a rider who finished higher or lower thus preventing a super team. Each team consisted of two riders and one pit man who was stationed in a limed area on the return road. A total of twelve laps were ridden with each rider going six laps in splits of three. The job of the pit man was to pass the garter from one rider to the other which necessitated a 25 yard run each time so it is hard to say who had the harder job.

In the 100cc relay the team of Marty Davis and Jim Howerton grabbed the win of the last lap away from Doug Mason and Bob Weeks. Doug had a good lead built up but Jim Howerton would come right back and chop it down. This is what he did and slipped under Bob for the checkered flag. Larry Cook and Sal Paluso were third.

The team of Don Walters and Greg White captured the 125cc relay by a half a wheel it was so close. Again it was Doug Mason and this time his team mate was Paul Lambert Sr. At the beginning it looked as if nobody was going to catch Don Walters but a counting error by him and another rider gave Paul Lambert Sr. an edge. Then his only problem was convincing the pit men he was right and the other riders were going an extra lap. By the time he did this he had lost a lot of time. Don again got a big lead going but Doug narrowed it down to practically a photo finish but had to settle for second. Third place was Paul Lambert Jr. and Larry Schwimmer.

Toby Stanford and Mike Myers proved that steady riding pay off in the Open relay. This class saw most of the teams break down and the team that really suffered the most was Chuck Tidwell and Sal Paluso. There appeared to be no way these guys could lose until Chuck missed the return road and that wasn't so bad but the rear axle on Sal's bike came out and that was the ballgame. Toby and Mike had had no problems holding down the second place spot so it was no trouble at all to take over first. Dennis Creason and Chuck Davis were second with Carl Byers and Gayle Calhoun third. Would you believe Doug Mason was also in this one and had another disappointment as his bike broke down and he wasn't able to finish his half of the relay. Carl, could you bring back the armband. They're hard to find.

Doug Mason has to be the Sportsman of the night. Nobody rode as hard as he did. He must have been celebrating his new Expert rating of which he was notified of a couple of days ago.

Next Saturday is the last of the Night Racing until the first of February. The Burtons are taking a well deserved rest.

(Results on page 37)

Scramblin' Around

By Maureen Lee

Well, even the shouting is over now, the Inter-Am's are over. Funny how you look forward to them all year long and suddenly, boom, that's all. We'd like to make a few comments on the three we saw especially after Vic Allen referred to Saddleback as a "scramble" bearing out what we've been saying all along, a motocross and a scramble is the same thing, in this country anyway.

Hope most of you got to "Wide World of Sports" coverage on Pepperell, it was great. But that course. Even allowing for camera angles it didn't look as rough a go as the Perris rough scrambles track where you go up the mountain and was a pussy-cat compared to Corriganville. It must have been a bit embarrassing to 500cc World Champion Bengt Aberg when they showed him falling off, but he'll never know what a boost it gave to we Novices. When you see someone who is one of the Gods dod a classic highside you don't feel such a clod yourself.

Dave Bickers doesn't always get the glory some of the more dashing young Swedes do, but watch him. He has fantastic stamina and the others had better not slow down or there will be David, right on their rear wheel. And, we might add, he's not as old as some of the lads who are still right up there on the European circuits. We're sorry that the charming Joel Robert had to go home crunched up a bit but he should have had a chat with Californian Tim Hart. Tim rode Saddleback with really ouching ribs. They got him into three kidney belts (we're not kidding, we counted) because this youngster said he was going to ride hurting or not while some of us stood around watching and getting more gray hairs. Tim is a very modest chap and we'd like him to know that one of the big boys picked him as the American with the most talent to develop into America's best motocross rider. The European went out of his way to ask us exactly who #33 was. That's a good Christmas present for Tim.

This sounds like a "gossip" item but what leading American rider kept finding phone numbers and addresses in his truck at every Inter-Am he competed in? Young ladies are obviously finding out that motocross riders are glamorous!

Our favorite bit of the whole series? That has to be Sunday evening watching Vic Allan trying out his new Bell Star helmet. Everyone was pretty jovial by then (ahem) and there was Vic helmeted, vissored and goggled emitting beeping sounds and walking like a toy robot but in all seriousness our visitors have found out how good our American helmets are.

Happy holidays!

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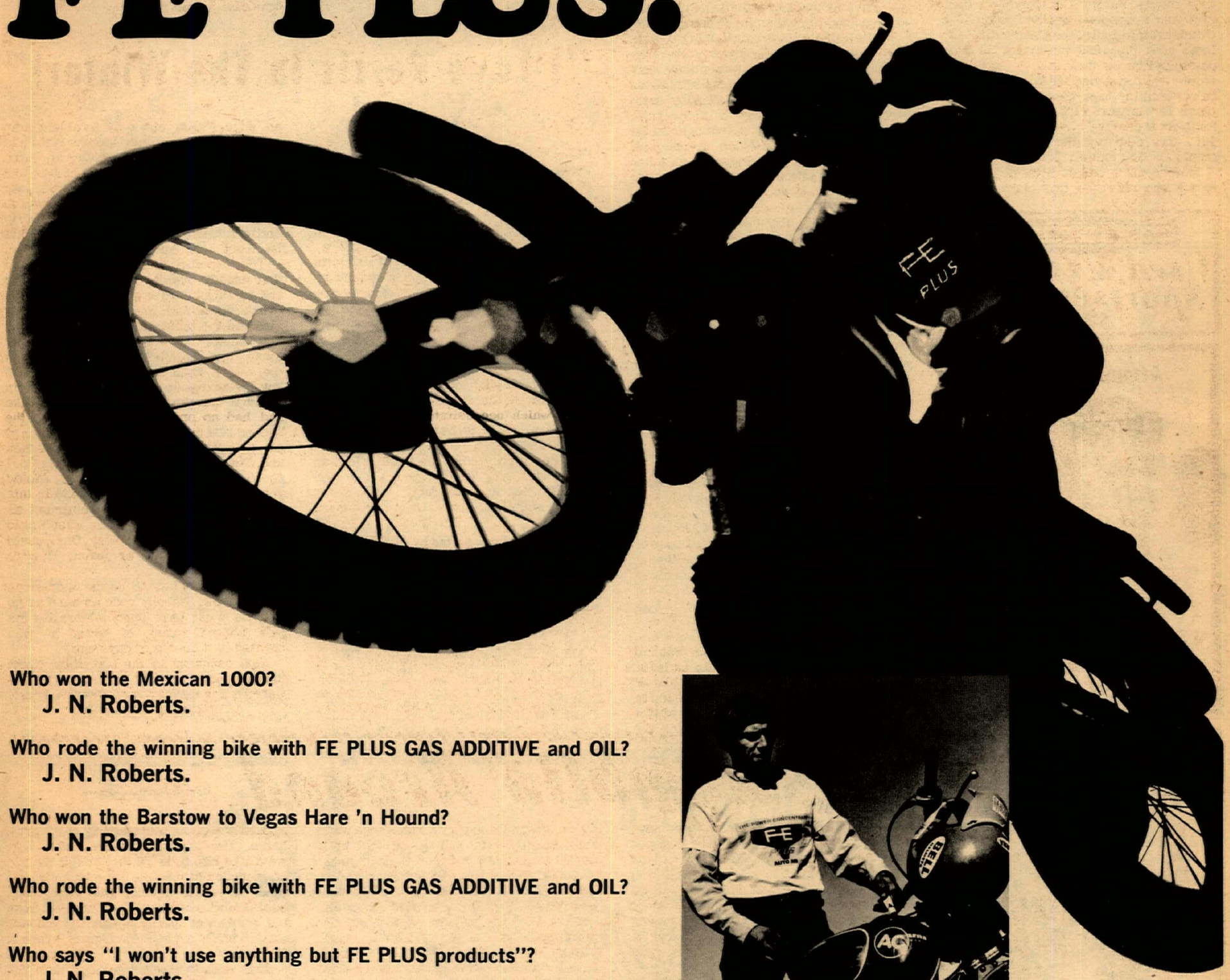

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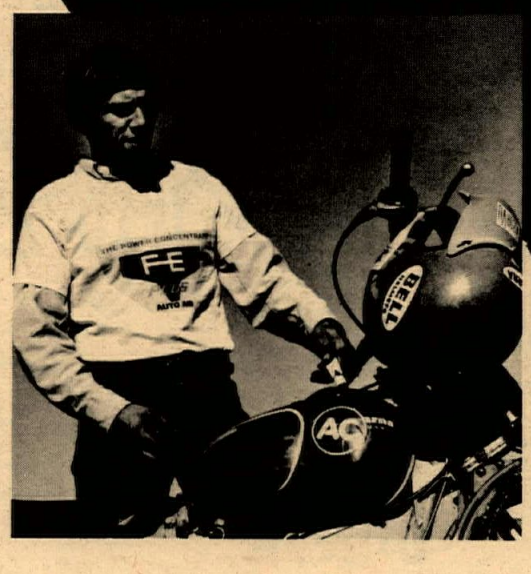

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FLOYD CLYMER— going stronger at 74

Story By Gael Buchanan

Photo by Don Woods

Indian headlights peered at me out of the green showroom windows as I rounded the front of Floyd Clymer's Motorcycle Company in Los Angeles.

Within the store, I was greeted by the 74-year-old Clymer, a large, man in a conservative wool suit. He then led me into his office cubical where he sat, crossed his legs, and began the story of his life and his success in the motorcycle business.

Starting his career as a car dealer at age 11, Clymer decided he wanted to sell motorcycles, too.

At 16 he was racing Indians; by 21 he set a world's record of 83 miles in the first hour riding a Harley-Davidson in the 300 Mile National Championship at Dodge City, Kansas.

Clymer's influence in business spread like wild fire as his enthusiasm for motorcycles seemed to bring opportunity after opportunity to him. By 1919 he became a five-states distributor for Indian, Excelsior, and Henderson.

When World War II reduced the supply of motorcycles, Clymer went into the publishing business. Since then he has published over 400 titles on cars and motorcycles.

In 1966 he re-entered the bike business, financing Freidel Munch of Germany. Soon afterwards he desired to get into small motorcycles and started building Indians with Tartarini in Italy.

Now as president of the Floyd Clymer Motorcycle Co., he continues publishing books, and promoting Indian motorcycles with his amazing sales ability. In the last five months, for example, he has sold and delivered over 1000 small Indians and 100 larger models. Clymer says that he expects to sell 5000 small bikes, 400 Indian Velos, and 600 Indian Enfields in 1970. Years aren't slowing this man down!

Clymer took the name Indian for his bikes because he "wanted to see the old name revived." It had established an excellent reputation and was familiar to everyone who rode motorcycles.

Over the years, Clymer has put his mark on the motorcycling field. He was first in the United States to handle Triumph Vertical Twins; he was instrumental in popularizing short track racing; he owned and operated Cycle Magazine for thirteen years; he imported the first crash helmets to the U.S.

But that's not all. Today he's every bit as active and he has no plans to retire. Clymer said, "I'm in good health, I enjoy my work and I get a great satisfaction from doing some things that some people thought were impossible." Touché!

Clymer even still rides motorcycles. Although he doesn't race, he keeps an Indian Papoose at home for pleasure riding.

He also promotes the 110 Mile A.M.A. National Road Racing Championship at Indianapolis Park each August. And between all his other activities, he flies back and forth from Italy every six weeks to keep in touch with production there.

On the side line, Clymer still receives a large annual retainer from Cycle Magazine for being a consultant, but he admitted, "I do nothing."

His success, he continued, was accomplished without the help of anyone except his staff. "I operate as an individual with no stock holders or board of directors (and so I give quick answers to most questions). Also, I use my own money and have required no bank financing," Clymer said.

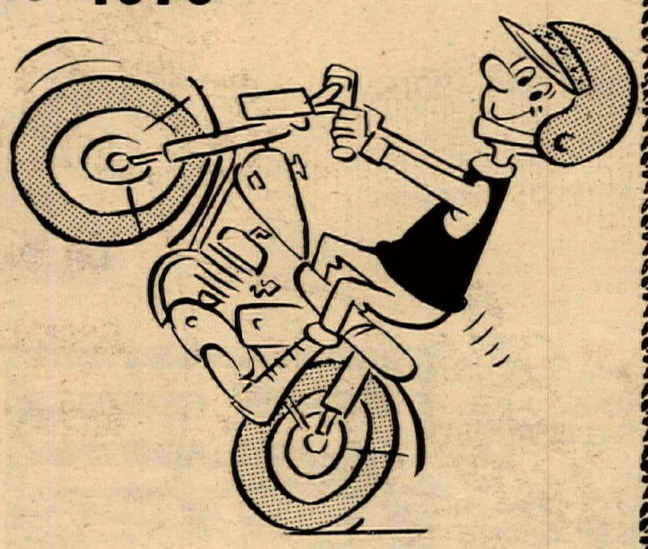
Floyd Clymer towers over one of his smaller improted bikes. The picture was taken at the Indy National Roadrace promoted by Clymer.

He feels that his greatest personal gain from his business has been his acquaintance and friendship with famous automotive personalities throughout the world.

Among the successful people who have gone through the Clymer school of hard knocks are Cycle News Publisher, Charles Clayton; Don Brown, now Vice-President of Triumph Corp.; Pete Colman, Vice-President of BSA, Inc.; Lyn Abrams, a former Cycle editor, now owner of Racecrafters International; and John Gordon President of General Motors Corp. Clymer said he "takes great pride in the accomplishments and the successful careers of these former employees."

"The motorcycle business has been very good to me," he went on. Clymer, who didn't even graduate from the eighth grade, considers himself quite a sucessful drop out. He learned from the school of experience. Clymer attributes his success to his optimistic attitude. "Thoughts are things," he said, "and if you set your mind to a project and work hard enough at it, nothing is impossible. But you have to have the will to DO."

Wheelie into 1970 with a Barnett Clutch



Merry Christmas
Happy New Year

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3# PLATES – 3 CLASSES
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VOICES OF THE WEST

TAKE A DEEP BREATH, JUMP IN WITH BOTH FEET

I would like to start racing and wondered if you could give me some pointers on how and where to begin. I would appreciate knowing about the A.M.A., the C.M.C., and how riders are rated. It would also help me to find out where to race my first time out. Could you also fill me in on some of the rules and regulations of bike racing?

DENNIS CALLIHAN
Fontana, Calif.

Motorcycle racing is a varied sport and you must first decide which type of racing you would like to try. If road racing appeals to you perhaps entering the production classes at an ACA or AFM meet would be the way to get initial experience. On the other hand if it is knobby tire type racing you are interested in, an AMA desert event is a good place to jump into competition without going in over your head. There is usually lots of room in the desert and you can almost go your own speed.

Riders are rated and assigned a classification according to their ability and experience. The rating is usually done by some system of points earned by placing in races. Each organization has its own system and you would have to contact them for more specific information.

Watch the CYCLE NEWS calendar for an event that you would be interested in riding. Write to the club or attend the race and pick up details about their regulations. You can join the ACA or CMC on the spot and AMA applications can be picked up at most District 37 events...Ed.

AREN'T YOU BEING A BIT EXTRAVAGANT?

I would like the Nevada Trailblazers to know how disgusted my party and I are about the "donation" required at the Dec. 7th Hare Scrambles. $2 a head is to much to ask, especially when you transport six adults 250 miles to see a race.

Besides, I thought that donations were by choice. So what choice was there in saying someone couldn't ride if he didn't contribute?

The cost of beer at the consession stand was also pretty extravagant. At 50¢ a can, the stand certainly wasn't working at a loss.

Furthermore, the Reno and Carson clubs count on California riders to support their events, so why charge spectators, families, and pit crews a $2 fee at an event where there is nothing to see but a dusty pit area?

RON & GLORIA KEEPING
Placerville, Calif.

LEADER TAKES TIME OUT FOR DOWNED RIDER

On Sunday December 7, 1969 at Deadmans Point European Scrambles, a young man that goes by the name of Brent Wallingford riding out of my shop rode the 125cc race. This young man (15 years old) led the race all the way to the yellow flag. At this point he stopped and informed the flagman of a downed and seriously injured rider in the field. Brent then proceded on his last lap and stopped again to inform the hurt rider that help was on the way.

Brent came on in to take 2nd place at the finish. I for one take my hat off to Brent and the rest of the young men like him.

NORMAN L. MODESETT
Yorba Linda, Calif.

WE ARE BEING WATCHED

At "Four Corners", on the evening of December 6, I chanced to meet Earl Lee Carie and Richard D. Frel of the Bureau of Land Management, Riverside-San Bernardino district. With them were two B.L.M. agents from Washington, D.C. The following day they were to observe the "Last Chance Enduro" at Red Mountain.

We had a long discussion regarding desert motorcycling.

The B.L.M. is charged with conserving those portions of the desert not administered by the State. In the past five years, motorcycling has become a major "desert use", hence the sudden B.L.M. concern with our sport.

Through various committees and field studies, the B.L.M. is learning what is being done in and to the desert, particularly by the two and four wheel groups. To date they have found no permanent damage attributable to motorcycles (their concern being with mass competition as opposed to cow trailers). In the absence of a finding along this line, it is unlikely they will foster any "concentration riding area" plan.

In the near future, clubs sponsoring a run will post a $2000.00 bond for litter and carboard course marker clean-up. The B.L.M. is well aware of recent club efforts along this line.

The writer was most impressed by their open minded attitude. They displayed no bias against desert motorcycle competition, yet they must walk the tight rope between us and those who would have the desert preserved in its pristine state.

The B.L.M. is in the midst of a fact-finding tour. It was obvious during the course of the conversation that District 37 and the clubs have done little to answer many of their most critical questions.

We can remain aloof and hope that they stumble upon facts in our favor, or we can make certain that they see the desert competition picture in context. The reports made by these men in the coming year will directly affect long-range government policy. Once that policy is codified into law, neither God nor the courts will alter it in our riding lives.

ALAN "SLO" JOHNSON
Corona del Mar, Cal.

GIRLS OF DIST. 37 MUST DECIDE

In our district, district 35, girls are allowed to race 125's. I ride a Sachs, and because I race in district 37 occasionally, I have both a 125 and a 100 cylinder for my bike. I prefer to ride the 125, not because of the added speed, but because it is easier to ride. In the sand or in the hills, the added torque of the 125 has an advantage, especially to the inexperienced rider.

The girls in district 37 are going to have to decide which way they want to go. A 100 class will definitely be an advantage to the girls already racing. A 125 class might be better for the future of the Powder Puff class, for it might help to attract more beginning riders.

CAROL DAVIS
Grover City, Calif.

CAST VOTES, NOT STONES

I would like to cast my vote against raising the Powder Puff class from 100cc to 125cc.

The Powder Puff class is finally growing larger and we are getting enough girl competitors to make this a real fun class. There's plenty of competition for everyone. If we go to 125cc it will eliminate at least one-half of the Powder Puff riders we have today.

DIANA YORK
Redondo Beach, Cal.

1970 AMA District 37 Sportsman Calendar

JANUARY
11 Jackrabbits – TT Scrambles
Pasadena – Hare Scrambles
18 Scramblers – TT Scrambles
San Bernardino – Hare Scrambles
25 Stump Jumpers – Motocross
Four Aces – Hare and Hound

FEBRUARY
1 Prospectors – Enduro
8 Shamrocks – Motocross
Desert M.C. – Hare and Hound
15 Hilltoppers – TT Scrambles
Liteweights – Motocross
Victors – European Scrambles
Sinners – European Scrambles
22 Barstow – TT Scrambles
Sled Riders – Motocross
Orange County – Hare Scrambles

MARCH
1 Master Links – Hare Scrambles
7-8 Gripsters – Grand Prix
15 Desert Phantoms – TT Scrambles
Bay Mare Cycle Assn. – Motocross
Sand Blasters – Hare and Hound
22 Sportsmen – TT Scrambles
Huntington Beach – Motocross
Invaders – Hare Scrambles

APRIL
5 Shamrocks – Enduro
11-12 Viewfinders – Grand Prix
19 Liteweights – TT Scrambles
Bay Mare Cycle Assn. – Motocross
Antelope Ramblers – Hare and Hound
26 San Bernardino – TT Scrambles
Sled Riders – Motocross
Simi Valley – Hare and Hound

MAY
3 Rams – Enduro
10 Powder Puff Assn. – TT Scrambles
Bay Mare Cycle Assn. – Motocross
Red Dots – Hare Scrambles
17 TT M.C. – TT Scrambles
San Gabriel – Motocross
Foothill Hawks – Hare Scrambles
24 Perris Valley – TT Scrambles
Scramblers – Motocross
Victors – Hare and Hound
30-31 Pasadena–500 mi. Greenhorn En.

JUNE
13 Jackrabbits – (night) TT Scrambles
14 Sidehack Assn. – Motocross
Desert Turtles – Hare and Hound
21 Rebels – TT Scrambles
Simi Valley – Motocross
100's M.C. – Hare Scrambles
28 Dirt Diggers – TT Scrambles
Four Aces – Motocross
Desert Knights – Hare Scrambles

JULY
4 Desert Foxes – Hare Scrambles
12 Desert Turtles – Motocross
Lost Coyotes – Hare Scrambles
19 TT M.C. – TT Scrambles
Lost Angeles – Hare Scrambles
26 Hilltoppers – TT Scrambles
Huntington Beach – European Scr.
Stump Jumpers – European Scr.

AUGUST
9 Gripsters – TT Scrambles
Bay Mare Cycle Assn. – Motocross
Sidewinders – Hare and Hound
16 Crestline – European Scrambles
23 Simi Valley – TT Scrambles
Scramblers – Motocross
Barstow – Hare Scrambles
30 Prospectors – TT Scrambles
Dusters – Hare Scrambles

SEPTEMBER
6 San Bernardino – Enduro
7 Coachella Valley – European Scr.
13 Sinners – TT Scrambles
Prospectors – Motocross
Sidehack Assn. – Hare Scrambles
20 Sportsmen – TT Scrambles
Jackrabbits – Motocross
Cactus Cats – Hare Scrambles
26-27 Four Aces – Grand Prix

OCTOBER
4 Riverside Bombers–Cactus Derby En.
13 San Pedro – TT Scrambles
Bay Mare Cycle Assn. – Motocross
Checkers – Hare and Hound
18 Gripsters – TT Scrambles
Bushmasters – Motocross
Rams – Hare and Hound
25 Desert Phantoms – TT Scrambles
San Bernardino – Motocross
Shamrocks – Hare and Hound

NOVEMBER
1 Foothill Hawks – Jackass Enduro
7-8 Dirt Diggers – Grand Prix
15 Lost Angeles – TT Scrambles
So. Cal. – Hare and Hound
22 Buzzards – Hare Scrambles
28 San Gabriel – Hare and Hound
29 Desert Phantoms – TT Scrambles

DECEMBER
6 C.R.A. – Last Chance Enduro
13 Liteweights – TT Scrambles
Bay Mare Cycle Assn. – Motocross
Prospectors – European Scrambles
Bushmasters – European Scrambles
20 Coachella Valley – TT Scrambles
Jackrabbits – Hare Scrambles
27 Perris Valley – TT Scrambles
Scramblers – Motocross
Spokebenders – Hare and Hound

SERVICE ABOVE AND BEYOND THE CALL OF DUTY

I wish I could give our award for "service above and beyond the call of duty" to the crew at the last check point of the "Last Chance Enduro".

My bike blew a tire and a plug about a half a mile from the check, and my partner towed me in. I was about 20 miles from the finish, so I had considered giving up.

These good people, with words of encouragement and a cold beer, enabled me to finish the run. Thanks to everyone concerned.

DAN KNOUS
Long Beach, Cal.

BLACK EYE FROM SAN JOSE

After the Saddleback Park Inter-Am on December 14, a no-host dinner party was held by the promoters to give out the cash awards to the top Americans and Europeans. This affair was held in a small restaurant near the Park. In attendance were the majority of the people behind the Inter-Am series, members of the motorcycle press, and the Distributors with their teams.

The food and service were excellent, and everyone in attendance behaved themselves except a trio of riders down from San Jose. One of this group did very well in the 500 sportsman event, and received some cash for his efforts. What gives the whole affair a black eye for motorcyclists, is the fact that the three sneaks walked out without paying for their meal.

The $15.00 tab is not going to break the owners of the dinner house, but it puts another strike against motorcycle racing, and that is something we can do without. I hope they read this letter, and that they have the guts to send a note of apology and the 15 bucks to Victor's Restaurant, Silvarado, California.

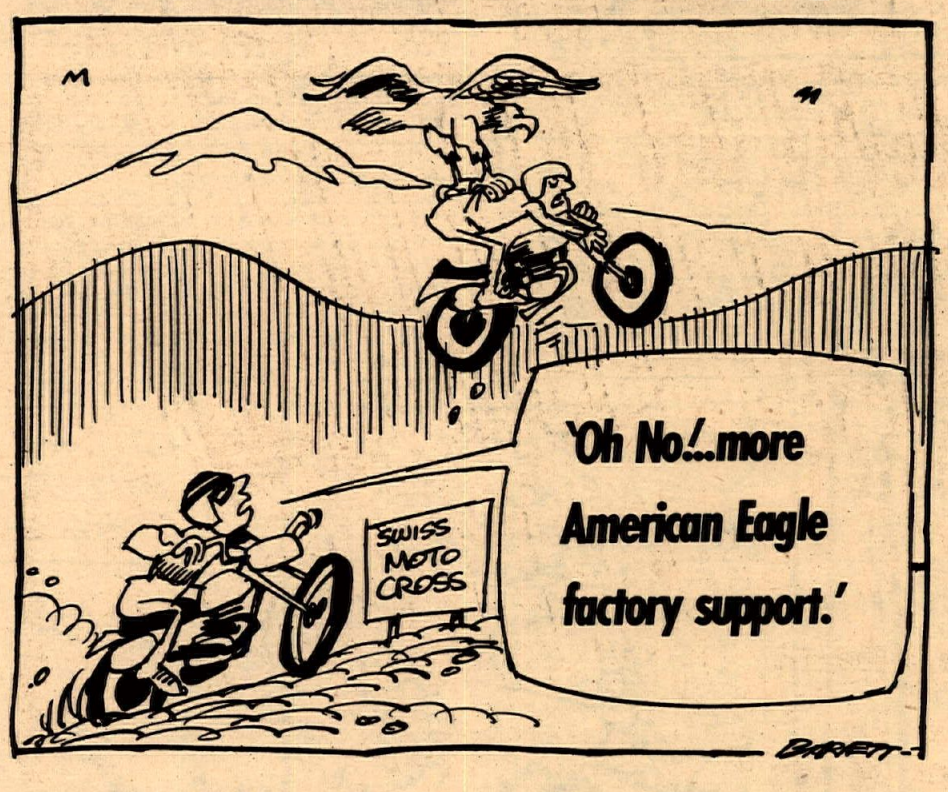
BRYON FARNSWORTH
Huntington Beach

WESTLAKE CONCLUSIONS

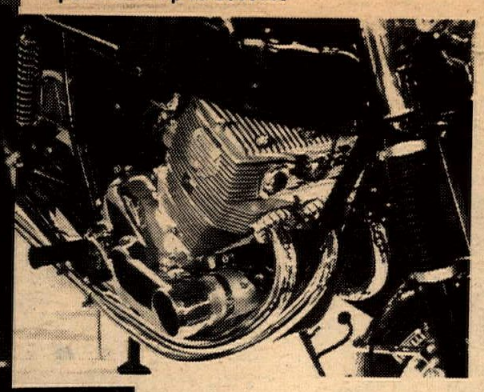
...I'll think twice about Westlake next year.

CHUCK WAKEFIELD
Newhall, Calif.

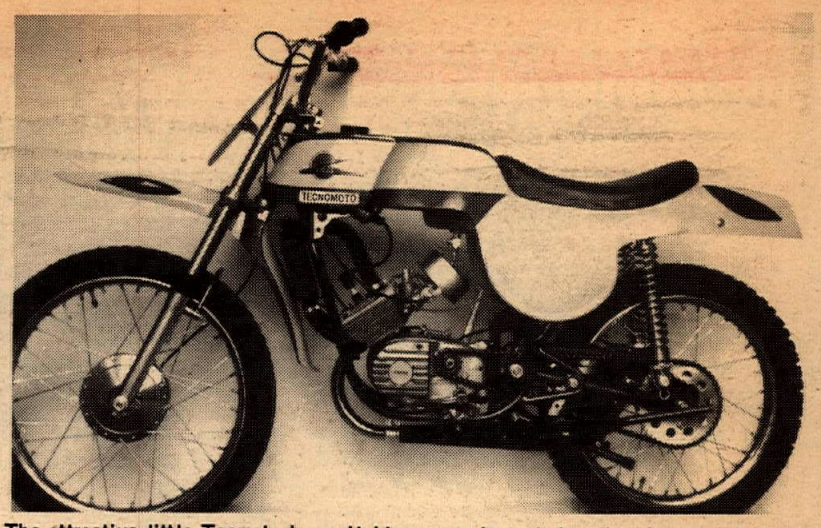
FINISH THE FUNNY



The entries are all in, the deadline is upon us and so it's time to announce the witty winner of CYCLE NEW'S latest Finish the Funny contest. We know a lot of you contestants are going to look at Barnett's ink work and think that it is your caption that is stuck in the blank spot but there were many, many close second place finishers that sound pretty close to the winning caption that was sent in by Tom Baker of Rochester, New York. That's right, the five bones for this contest will probably be spent somewhere on the East Coast. Tom's answer was one of many that worked in the American Eagle theme but not everyone used the obvious solution. Greg Barnes of Redondo Beach, Cal. said, "I knew Honda once made a Super Hawk but this is unreal!" Another semi-finalist was Paul Benedetti from Hawthorne, Cal. Paul came up with, "I've heard of factory support, but American Eagle goes to far..."



Coming out of the middle of Laverda's big Super Hawkish engine is a third exhaust pipe, revealing a cylinder that brings the roadster's displacement up to 1000cc.



The attractive little Tecmoto is available as an air-cooled or liquid-cooled machine.

New Models At Milan Show

By John Wyckoff

MILAN, ITALY, Nov. 24 – Many standard, several new, and even a few exciting designs appeared this year at the 41st annual International Motorcycle Show.

A wide variety of air-cooled and water-cooled motors were displayed and in the case of the Tecmoto, both styles are available. The sporty 50cc machine can be purchased with either air-cooled or water-cooled cylinder as a bolt-on option. With liquid cooling the radiator is mounted up under the frame and compression is brought up to a potent 13 to 1.

In bigger bikes a new MV four-cylinder cafe racer was shown, the 650cc Benelli again was displayed (this time carrying Motobi and Benelli name plates), and the 1000cc three-cylinder Laverda was debuted. The massive triple, intended for import into the U.S. as the top of the American Eagle line, looks very similar to the Honda-like Laverda twin with a third cylinder sandwiched in. 75 horse power is transmitted through a five speed box to move its 485 pounds at a claimed 135 mph. When available in the states, the big bird will sell for around $1,600.

WANT ADS

'68 HUSKY, 250cc. Fresh engine, very clean. (213) 325-0638.

1968 MAICO 360cc. Filtron, Akront, extra tank $450. (714) 793-6616 Redlands

HODAKA 100cc, 5-port, Dykes piston, expansion chamber, Barnetts $185.00. (213) 866-4976.

WANTED: Used small Bell Star helmet. Call (213) 889-9802.

'66 BSA 650cc. LOTS of chrome – A1 cond. $550.00 ask for Bob (213) 346-3700 C.P.

WANTED: Position in cycle store 15 years experience. Sales or service or manager. Must have $800 guarantee. Frank Newbury, 1331 Janss Rd., Thousand Oaks, Calif. 91360.

'68 100cc HODAKA, desert ready, see to appreciate $375. (213) 447-3051.

405 HUSKY. 200 miles. (213) 247-6473.

'69 YAMAHA DT1B – 250. Set up by Butler. Stock cylinder, 9 ported, special chamber, big head, 30mm carb, Ceriani shocks. $750.00. (213) 248-3839.

SANTA: I want to race Powder Puff – John, I want to wheelie into the Pickup – Walt, I want to Scramble (Eggs) – Nel, Yamaha – Thousand Oaks.

1968 BULTACO PurSang, good condition $550.00. (714) 892-2570 Huntg. Bch.

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1969 BULTACO EL BANDIDO
360cc, excellent shape, never raced $795. (213) 286-8398.

'68-1/2 MAICO X4A. Filtron, extra gears, excellent cond. Call (213) 842-4847 days, ask for Bob (213) 764-2856 eves.

SUZUKI – 500 $525.00. 4126 E. Anaheim St., (213) 438-7426 or 438-4677 like new.

'69 MONTESA 4 speed $500.00. '64 Greeves square barl. $250.00. Competition side hack $35.00. Misc. Montesa parts, dune buggy material, Corvair powered van $200.00. (805) 495-5897 Tom

1969 YAMAHA DT1 for sale or trade for 1969 Bultaco PurSang. Call after 5 (213) 289-8046.

NEW RICKMAN Triumph Metisse 500cc. Conical hubs, motocross forks, girlings, must sell. Phone before 6 p.m. (714) 646-3143.

BULTACO – 1968-1/2 PurSang. Filtron, new seals, skid plate, 4 sets gears, 2 plug head, extra carburetor, new chain, Bergquist equipped, Fergus & Griffin tuned. Hurry $495.00 takes. Phone (213) 287-8769.

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Skip FORDYCE

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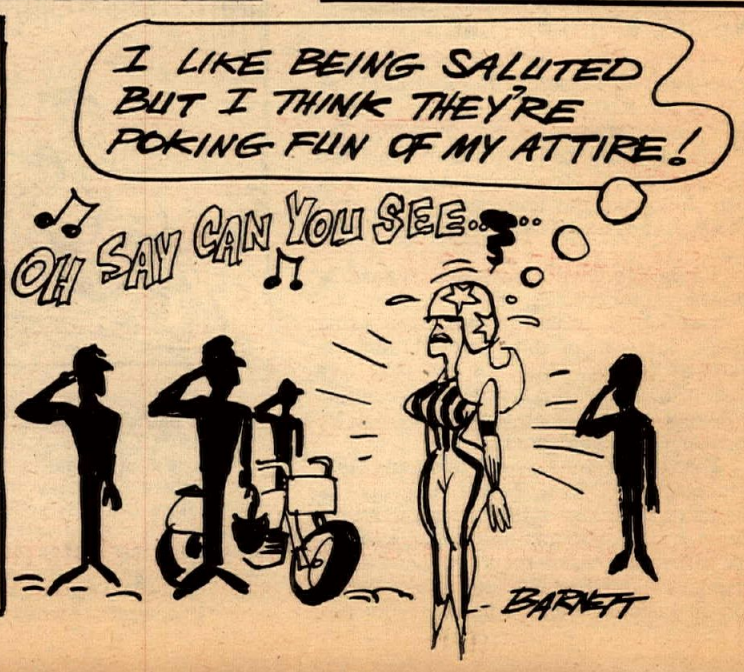

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HODAKA 100, Webco head, barrel, 26mm carb, Barnett, Filtron, chamber, reworked forks, girlings, more, fast, $325. Want Yamaha AT1. (213) 241-5345.

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ANYONE that did not get a starting pin or finisher pin (if you finished only) or did not receive results of the Barstow to Vegas H.&H., please send me a SELF ADDRESSED ENVELOPE and your riding number to Larry Haley, P.O. Box 813, El Monte, Cal. 91734 and I will send you one. Sorry, but we had such a big turn out we ran out of everything.

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and a

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